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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Union Pacific Railroad.....	1177
Mississippi Central Railroad.....	1177
Finances of Indiana.....	1179
The Public Debt.....	1179
Federal and State Securities.....	1180
Railroad Bond List.....	1182
Railroad Share List.....	1185
Stock Exchange and Money Market.....	1189
Central Pacific Railroad.....	1191
Railroad Earnings.....	1181, 1192
Illinois Central Railroad.....	1192
Commerce of New York.....	1192
Imports of Dry Goods.....	1192
Tide Water Receipts.....	1193
Journal of Railroad Law.....	1193
Finances of Kentucky.....	1193
Raritan and Delaware Bay Railroad.....	1194

American Railroad Journal.

New York, Saturday, December 14, 1867.

Union Pacific Railroad.

We can hardly keep up with the progress of this road. Three weeks ago we read of 400 and some miles completed, then of 500, and now we are told that the base of the Rocky Mountains, *Five Hundred and Twenty-five miles from Omaha*, has been reached. But this is not all, even for this year. To the summit of the Black Hills (the easterly ridge of the Rocky Mountain range) is but 30 miles further, and this point, the highest on the whole line, is expected to be the halting-place for a railway train in a few weeks more. The vigor with which this great national undertaking is being pushed forward is one of the wonders even of this wonderful age. Over the plains—across the rivers—up the mountain slopes, and through the defiles beyond, the same restless energy urges on the work, leaving us no reason to doubt that the Pacific Ocean will be united with the Atlantic by rail in 1870.

All these great achievements cost money, and a great deal of it. Over forty million dollars have already been expended on the two ends of the line, and yet funds have never been lacking. With directors of great energy and financial ex-

perience, supported by a wealthy and powerful corporation, it is no wonder that "the work goes bravely on." But still, if Uncle Sam had not put his shoulder to the wheel, opened up his purse, and offered his broad acres, the locomotive would not have whistled at Brigham Young for a long time to come. But Uncle Sam's great farm of half a continent needed a road through it—his Indians needed a touch of railroad civilization to keep them peaceable, and it was very necessary that he should open those great and rich mountain pockets so full of gold, which nothing but a steam engine could unbutton. It seems wise, therefore, that he should lend fifty million dollars, and give even twenty million acres of land, which would otherwise be worthless, to improve his own property, and take a second mortgage on the greatest railroad in the world for security, especially when his own freight bills for work done, at a quarter of the old prices, more than pay the interest. But profitable as the investment is to the country, it gives remarkable safety and value to the company's own First Mortgage bonds. The Government *stands behind them*, and gives them such a guarantee as it never gave to the securities of any private enterprise. We never desire to recommend anything beyond its actual merit, but we think that any one who has a thousand dollars to invest, would do well to call upon the Union Pacific Railroad Company's agent, or write to their office, No. 20 Nassau street, New York, for a very interesting pamphlet, containing a map of the line, and a full statement in relation to the progress of this great national enterprise.

Virginia Central Railroad.

The Council of Richmond have decided to open a poll, under Gen'l Scofield's order, on the 31st of December, to take the sense of the qualified voters of the city on the appropriation of two millions of dollars to the completion of the Chesapeake and Ohio Railroad, on condition that the Virginia Central Railroad Company should bind itself to construct the short line road to Charlottesville, and that the bonds of the city issued for the appropriation shall not be sold at a discount of more than ten per cent. The distance from Richmond to Charlottesville by the Virginia Central is ninety-seven miles. By the proposed short line it will be sixty-seven miles.

Chesapeake and Ohio Railroad.

At the recent meeting of the stockholders of the Virginia Central Railroad Co., a resolution was adopted instructing the company to contract for the completion of the Chesapeake and Ohio Railroad as soon as three and a half millions of dollars in county bonds are subscribed. The bonds are to be sold at a discount of not more than ten per cent. The subscription will in all probability be taken, and the work pushed rapidly forward.

Mississippi Central Railroad.

The earnings of this road for the fiscal years ending August 31, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers.....	\$187,480 23	\$539,667 09
" freight.....	307,788 94	438,306 93
" U. S. mail.....	19,071 53	23,700 00
" News agency.....	450 00	1,100 00
	\$604,790 70	\$1,002,774 02

Expenses, viz:

Conducting transp....	\$74,874 23	\$115,707 16
Maintenance of way...	97,901 77	150,139 80
Motive power.....	61,748 07	131,541 87
Maintenance of cars....	10,867 11	43,174 41
Loss and damage.....	18,037 29	26,383 46
Expense account.....	4,695 81	5,896 01
Fuel.....	34,023 79	59,946 62
Legal expenses.....	.....	3,152 15
U. S. tax and stamps..	2,630 65	13,742 92
Stationery, etc.....	2,984 41	6,887 55
Storage.....	.....	7,497 60
Extraordinary exp....	607,354 48	412,240 24

	\$915,142 61	\$975,809 79
Excess of earnings.....	.....	\$27,464 23
Excess of expenses.....	\$310,351 91	.....

The gross receipts for the year ending August 31, 1867, compared with those of the preceding year, show an increase of \$397,983 32; with an increase in expenditures of \$60,167 18—a gain of \$237,816 14.

The ordinary expenses for conducting the operations of the company, in 1865-'66, as given above, were \$307,788 13; and in 1866-'67, \$563,069 55—an increase of \$255,281 42. The earnings less ordinary expenses, in the former year were \$297,002 57; and in the latter year, \$439,704 47—a gain of \$142,701 90. The ordinary expenses during the past year were about 56 per

cent. of the gross earnings. The extraordinary expenses were as follows:

Roadway.....	\$88,210 84
Bridges.....	56,253 17
Cross-ties.....	60,801 98
Depots and section houses.....	20,093 96
Iron rails.....	2,264 07
Machine shop.....	9,381 78
New buildings.....	23,677 04
Rolling stock.....	98,152 45
Turn tables.....	722 25
Rebuilding engines and materials....	52,682 70

Total, as above.....\$412,240 24

At the commencement of the fiscal year 1865-'66, owing to the destruction of the bridge over the Yallahusha river, the road was being operated in two divisions between Abbeville and Canton. Trains were run only as far north as Abbeville, with a transfer of both freight and passengers at Grenada. On the 20th of September following, the bridges were completed to Holly Springs, and trains commenced running in connection with a line of hacks to the Memphis and Charleston Railroad at La Fayette. On the 15th of November the road was opened to Grand Junction, and a close connection made with the Memphis and Charleston Railroad. On the 8th of January, 1866, the large bridge over the Yallahusha was completed, and the road operated as one line to Boliver. On the 18th of May the Jackson depot was reached, and a connection made with the Mobile and Ohio Railroad at their depot on the 17th of June—showing but 76 days of the fiscal year 1865-'66 during which a through business was done. At the commencement of the year the company had only 8 locomotives, 16 passenger and baggage and 70 freight cars; at its close there were in good running order 19 locomotives, 22 passenger and baggage and 194 freight cars. The report of the Superintendent shows that during that year there were rebuilt nearly two-thirds of the entire amount of the bridges of the road; one-third of all the cross ties were renewed; one and a half mile of side track relaid; and twenty section buildings, two office buildings, five depots, one store house, three cotton platforms, three turntables, seven water stations, and a machine shop erected. In addition to the dilapidated condition of the road, and the scarcity of equipment, the company were indebted in the sum of \$1,589,069 88, past due, with an additional amount soon to mature, and a large sum to be raised on account of reconstruction. Of the indebtedness, \$1,115,400 were retired with the second mortgage bonds of the company, and arrangements were made to settle the major part of the remainder in the same way. During the year \$353,450 of income bonds were surrendered, leaving \$87,550 unredeemed. \$24,000 of the M. C. & T. R. R. bonds were also retired, leaving a balance of \$71,000. Subsequently, \$22,000 additional were funded, also \$4,161 83 of the company's 1st mortgage bonds, and \$7,202 16 of circulation. Interest on bonds, etc., to the amount of \$675,060 76 was also arranged. A balance sheet is annexed showing the financial condition of the company at the close of the past and preceding years. In his report to the stockholders under date October 15, 1867, the President says:

The Report of E. D. Frost, your General Superintendent, is herewith submitted with accompanying documents. He states the gratifying fact that the expenditures for the current year on account

of reconstruction will be light in comparison with the above, as we now have a track and road-bed approaching, very nearly in condition, that which we had 1861. He has reduced the operatives to the lowest number consistent with prudence, thereby saving much to the company. He has laid two miles of new rails. All of his bridges are reported safe, and can be kept in good condition with a small force.

He reports the following rolling stock in good order: 19 passenger coaches; 9 mail, express, and baggage cars; 212 freight cars.

He has rebuilt 39 flat cars and 5 coaches, using so much of the materials remaining of the cars and coaches destroyed during the war as was applicable to this purpose, leaving on hand yet a large amount of similar materials, and thinks the facilities which will be afforded by the new car shop will enable us to keep up and increase our stock as the wants of our business may demand. He reports 26 engines as having been repaired and 10 yet to be repaired, which, with the additional machinery purchased, can be put in order as business may require.

On account of interest the Secretary reports having arranged during the fiscal year \$325,555 31, of which \$90,000 was paid on our February and May coupons of current year, \$60,000 of the State of Tennessee, and the remainder on other claims.

He reports the indebtedness of the company as follows:

First mortgage bonds.....	\$1,246,000 00
Second ".....	1,517,600 00
Bonds M. C. & T. R. R. Co.....	28,000 00
State of Tennessee.....	1,078,980 00
Bills payable.....	527,643 66
Open accounts and pay rolls.....	251,485 40

Making a funded and float'g bebt of. \$4,649,709 06

It will be observed that the indebtedness to the State of Tennessee has been increased one hundred and fifty thousand dollars since your last report, by an additional loan of its bonds, at the last session of Legislature. This further act of liberality on the part of that State has greatly aided our operations, by enabling us to negotiate an important loan, through the hypothecation of these unquestionable securities. He reports the following assets on hand:

Tennessee State bonds.....	\$476,000 00
Cash, bills receivable, and other available assets.....	151,573 50
In addition to which we have our first mortgage bonds.....	104,000 00
In addition to which we have our second mortgage bonds.....	482,400 00

Total.....\$1,113,973 50

It will be seen by his report that of the income bonds, and bonds issued by the M. C. & T. R. R. Co., before consolidation, there are only \$28,000 outstanding. At the date of our last annual report, it was estimated that about \$150,000 would cover the amount necessary to be expended in reconstruction to this date. But it soon became apparent that more extensive repairs were absolutely necessary, and that our motive power and rolling stock must be increased to meet the demands of business. Consequently it has been found necessary to expend a much larger sum, and instead of \$150,000, we have been forced to expend \$412,240, being \$260,000 in excess of our estimates. If this necessity had not existed, we should have been able to meet promptly the interest obligations we had assumed. Prompted by a desire to resume the payment of interest on our funded debt at as early a day as practicable, we have taken a step in advance of many other corporations in the South by appointing the month of February last for that purpose.

In doing this we failed to estimate properly the magnitude of the task before us, and failure is the result. In estimating the amount necessary to be expended, in order to put our road in good condition in 1865, we thought \$500,000 would be sufficient. Instead of this we have expended \$1,020,000, and do not think any part of it could have been avoided and the safety of your property and the lives of passengers secured. To some it was apparent we were undertaking too much, and suggestions were made that we put off the payment of interest at least another year, but the counsels of the more hopeful ruled, and the result is before us. The political condition of our country; the impoverished state of our people; the total disruption and disorganization of our labor system, have together constituted a heavy drawback upon our business and credit, and should be considered in connection with the extraordinary repairs required as set forth above.

In addition to these causes for the diminished receipts of the past six months, we have had to contend with the effects of epidemics, those terrible scourges which appal the stoutest heart. The one now raging in New Orleans has for months paralyzed our through business, and the one recently developed in Memphis has greatly diminished travel in that direction, and as a consequence also the transportation of freights.

The annual return travel South has not yet set in, nor will it resumed until the entire cessation of the yellow fever. It is safe to estimate the monthly reduction from this cause alone at \$30,000. To those who appreciate these facts, and remember that we are not responsible for their existence, it will not appear strange that we should again be forced to ask at the hands of our creditors a repetition of that leniency which has recently distinguished their course towards us.

We therefore recommend the propriety of an immediate proposition to the bondholders, as follows:

The first mortgage bondholders to hold up the coupons of November and May next until the 1st February, 1871, and the company to pay interest on said coupons semi-annually.

The second mortgage bondholders to hold up all coupons, commencing with those of August last, and including those to mature in August, 1870, until 1st February, 1871, the company paying semi-annually on said coupons a like interest as paid on first mortgage coupons.

In consequence of the limited crop of cotton taken to market during the last fiscal year over this road, our freight receipts since March last, have been very light. The crop of the present season, which must reach a market through our instrumentality, is estimated at double that of last. But as all estimates for future expenditures should be based upon reliable data, we will take the receipts of the past year as our guide for the present.

We estimate the gross earnings at....\$1,000,000 per annum; and the cost of operating and other indispensable repairs at 600,000

Leaving annually applicable to other purposes.....\$400,000

This annual surplus would make by the date at which we propose interest payments, say 1st February, 1871, the sum of.....\$1,400,000

During which time the following items of interest would become due:

On first mortgage bonds.....	\$300,000
On second ".....	420,000
On Tennessee ".....	210,000
On floating debt ".....	140,000
	1,070,000

Leaving a balance of.....\$330,000

to meet the first batch of our first mortgage bonds which will become due on 1st November, 1869.

In addition to the above amount of \$330,000 we have as previously stated

Tennessee bonds.....	\$376,000
First mortgage bonds.....	104,000
Second mortgage bonds.....	482,000

\$962,000

to enable us to discharge our floating debt, and the interest on our coupon interest extended as proposed. We have shown that even upon these estimated low receipts during the ensuing three and a half years, we shall discharge all obligations maturing within that period. We have every reason to believe that our receipts are under estimated and will exceed our figures.

The mail pay, in consequence of double daily service during the ensuing year, will be fifty per cent. larger than the past.

We respectfully recommend a second application to the legislature of this State for an amendment to our charter, conforming the same to the stipulations of an agreement entered into with the holders of our bonds, securing to them a voice in the election of your directors and the general administration of the affairs of the company.

We think this due those who invested their means in our bonds, as it will insure them power adequate to the protection of a common interest, to be exercised in conjunction with yourselves for the mutual benefit of both parties. We also recommend to the convention the appointment of a committee of investigation from their own body, and the adoption of resolutions inviting the bondholders to appoint a like committee, to whom shall be offered every facility for a thorough examination of the road and its property, together with all books and papers of the company.

The proposition to extend your road North from its present Northern terminus at Jackson, Tenn., by a connection with the N. O. & O. R. R. Co., to Paducah, Ky., is one the importance of which cannot be over estimated. Surveys are now being made, or will soon be commenced, and when finished no time should be lost in the completion of this most desirable and important work, as we shall then present an air line route from the Gulf of Mexico in an almost due northwardly direction five hundred and forty-eight miles in length to the Ohio River, where the same can be bridged. At that point we are at once placed in communication by rail to Louisville on the right hand, Vincennes on the north, and St. Louis on the left by existing roads and lines already commenced or in contemplation. A main trunk line like this need fear no competition, passing as it will over the most direct route to its termini, and must transport the varied products of the semitropics and the frozen North.

Its present connections are important, and each additional tributary must increase the stream destined to pass over it in either direction. An examination of the map will convince all that it must become an unrivalled route. Beginning at New Orleans, the great emporium and entrepot of the South (at which point it will receive or discharge the travel and trade of Texas, which is destined to become a great country,) it passes north to Jackson, Miss., there it is crossed by the Vicksburg and Meridian Railroad, which becomes a feeder through the Mississippi River on the one hand, and the rich country stretching east on the other through Meridian to the State of Alabama. At Grenada the M. & T. R. R. delivers its tribute direct from Memphis to this Grand Trunk.

At Grand Junction the Memphis and Charleston Railroad crosses our pathway, affording passengers an outlet to the Mississippi at Memphis on the left, and to the East Tennessee and Virginia Line of railroads on the right. Thence continuing its route it reaches Jackson, Tennessee, where it connects with the Mobile and Ohio Railroad to Columbus, Ky., or the Memphis and Ohio Railroad for Nashville and Louisville. When, however, the line to Paducah shall be completed the traveller will be taken from New Orleans to Paducah without change of cars; and the distance from New Orleans to Louisville and Nashville diminished. Such a line must attract the attention of capitalists, and result in the desired settlement of a country now but sparsely peopled, abounding in all the elements necessary to secure the success of the husbandman, with a fertile soil, not surpassed by any in the South; it invites, and must eventually secure settlers. Already manufactories are springing up on the line at

Wesson, Jackson, Miss., Bankston, Carrollton, Water Valley, Bolivar and Jackson, Tenn., and others in contemplation, but restrained for the present by the political aspect of the country.

When the clouds now lowering over us shall have disappeared, we have a right to look for the opening of a bright future for our road. Let us then discard all sectional differences and together resolve that we will not mar the prospect before us. With one will and one purpose let us work harmoniously, and we shall succeed in accomplishing what an opposite course will assuredly defeat.

The company have 36 locomotives, 10 of which need rebuilding; 19 passenger, 9 express, mail and baggage, 1 wrecking, 2 stock, 127 box, 83 platform, 29 hand and 8 hurdle cars. Miles run by locomotives during the year, 429,653. Do. by passenger cars, 815,486. Do. by all cars, 1,271,091. Number of passengers carried north, 57,395; do., south, 54,292—total, 111,687. No. of bales of cotton forwarded, 53,577.

BALANCE SHEET, AUGUST 31.

	1866.	1867.
Capital stock.....	\$2,949,231 47	\$2,948,783 27
First mortgage bonds	1,190,896 66	1,246,000 00
Second mortgage b'ds	1,115,400 00	1,617,600 00
Income bonds.....	87,550 00	.....
M. C. & T. R. R. b'ds	71,000 00	28,000 00
State of Tennessee..	928,980 00	1,078,980 00
Circulation in change bills.....	210,161 50	205,454 50
Earnings during the year	604,790 70	1,002,774 02
Bills payable	368,825 67	527,643 66
Open accounts and pay rolls	304,009 60	251,485 40
Sinking fund.....	200,000 00	200,000 00
Contingent fund.....	200,000 00	.....
Profit and loss	337,526 37	655,534 60
Totals.....	\$8,568,371 97	\$9,662,255 45
Construction acc't ..	\$5,776,724 02	\$5,776,724 02
Equipment.....	769,436 99	774,677 59
Reconstruction acc't.	607,354 48	1,019,594 72
Interest account.....	675,060 76	1,000,616 07
Expenses for the year	307,788 13	563,069 55
Tennessee bonds....	225,000 00	376,000 00
Cash, bills receivable, and other available assets	432,007 59	151,573 50
Totals.....	\$8,568,371 97	\$9,662,255 45

President.—A. M. WEST.

Directors.—A. M. West, J. B. Fant, T. J. Malone, A. H. Pegues, Jas. Brown, C. M. Vaiden, Jno. A. Binford, B. T. Owen, L. Q. C. Lamar, R. P. Neely, John J. Polk, Wm. H. Stephens, Hugh Torrance, By the Governor, Thomas Boyle, C. H. Anderson, Wm. J. Smith.

Gen'l Superintendent.—E. D. FROST.

Secretary.—A. J. McCONNICO.

Treasurer.—T. N. WENDEL.

Finances of Indiana.

The Treasurer of the State of Indiana in his report for the fiscal year ending October 31, 1867, states that the balance in the Treasury from the previous year was \$390,380 14; receipts during the fiscal year, \$4,210,366 44; total, \$4,600,716 78. Disbursements during the fiscal year, \$4,446,691 09; Treasurer's balance, \$151,025 49. Orders outstanding and unpaid, \$867,270; Auditor's balance, \$145,352 79.

The funded interest bearing debt of the State is as follows:

Stock bearing five per cent. interest, \$4,525,719 33; war loan bonds bearing six per cent. interest, \$395,000; Vincennes University bonds, bearing six per cent. interest, \$66,535.

A considerable portion of this debt is held by the State, making a reduction in the amount, for which the State is liable, as follows, viz:

Five per cent. bonds held by the State Debt Sinking Fund Board, \$771,483; two and a half per cent. bonds, held by the State Sinking Fund Board, \$96,900; total outstanding debt, \$4,118,921 83. Of the latter, the State holds in trust for the Common School Fund as follows, viz: Five per cent. stock, \$784,000. Total debt, exclusive of the amount held by the State, \$3,661,187 33.

The Public Debt.

The following is a comparative statement of the Public Debt of the United States November 1, and December 1, 1867:

	Nov. 1, 1867.	Dec. 1, 1867.
Five per cent. bonds.....	\$198,945,350.00	\$205,552,850.00
Six per cent. bonds of 1867 and 1868.....	14,690,941.80	14,690,941.80
Six per cent. bonds of 1881.....	283,676,600.00	282,731,550.00
Six per cent. Five-twenty bonds.....	1,267,898,100.00	1,324,412,550.00
Navy pension fund.....	13,000,000.00	13,000,000.00
Total.....	\$1,778,110,991.80	\$1,840,367,891.80

DEBT BEARING CURRENCY INTEREST.

	Nov. 1, 1867.	Dec. 1, 1867.
Six per cent. bonds.....	\$18,042,000.00	\$18,601,000.00
Three-year compound interest notes.....	62,558,940.00	62,249,360.00
Three-year seven-thirty notes.....	334,607,700.00	285,587,109.00
Three per cent. certificates.....	11,560,000.00	12,855,000.00
Total.....	\$426,768,640.00	\$379,292,460.00

MATURED DEBT NOT PRESENTED FOR PAYMENT.

	Nov. 1, 1867.	Dec. 1, 1867.
Three years Seven-thirty notes, due Aug. 15, 1867.....	\$3,371,100.00	\$2,855,400.00
Compound interest notes matured June 10th, July 15, Aug. 15, and Oct. 15, '67	9,316,100.00	7,065,750.00
Bonds of Texas indemnity.....	262,000.00	260,000.00
Treasury notes, acts July 17, 1861, and prior thereto.....	163,661.64	163,011.64
Bonds, April 15, 1842	54,061.64	54,061.64
Treasury notes, March 3, 1863.....	868,240.00	868,240.00
Temporary loan.....	4,168,375.55	2,880,900.55
Certificates of indebtedness.....	34,000.00	31,000.00
Total.....	\$19,237,538.83	\$14,176,363.83

DEBT BEARING NO INTEREST.

	Nov. 1, 1867.	Dec. 1, 1867.
United States notes.....	\$357,164,844.00	\$355,212,473.00
Fractional currency.....	30,706,433.39	30,929,984.05
Gold certificates of deposit.....	14,514,200.00	18,401,400.00

Total.....	\$402,385,677.39	\$405,543,857.05
Total debt.....	\$2,625,502,948.02	\$2,639,382,572.68

AMOUNT IN THE TREASURY.

	Nov. 1, 1867.	Dec. 1, 1867.
Coin.....	\$111,540,317.35	\$100,690,645.69
Currency.....	22,458,080.67	37,496,175.24
Total.....	\$133,998,398.02	\$138,176,820.93

Amount of debt less cash in the Treasury.....	\$2,491,504,450.00	\$2,501,205,751.75
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By comparing this with the statement of November 1, it is shown that the debt bearing coin interest has increased \$62,256,900; the debt bearing currency interest has decreased \$47,476,180; the matured debt not presented for payment has decreased \$4,059,175; and the debt bearing no interest has increased \$3,159,179 66—making the increase in the total debt since November 1, 1867, \$13,879,724 66. The amount of coin in the Treasury during the same period has decreased \$10,849,671 66, and the amount of currency has increased \$15,028,094 57—leaving the amount of debt less cash in the Treasury on December 1, \$9,701,301 75 more than on November 1.

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.
National Securities, Dec. 1, 1867.						Massachusetts—State Almshouse Loan.....					
Loan of Jan. 28, 1847.....	registered					—S. Almsh. and State H. Loan.....	275,000	5	May & Nov.	1872	
Loan of March 31, 1848.....	registered					—Back Bay Land Loan.....	220,000	5	April & Oct.	'73-74	104
—coupon.....						—Lun. Hosp. (W. Mass.).....	160,000	5	May & Nov.	1882	
Texas Indemnity, of Sep. 9, 1850.....	coupon					—Lun. Hosp. (W. Mass.).....	160,000	5	April & Oct.	1868	
Loan of June 14, 1855.....	registered					—Funding Loan.....	75,000	5	June & Dec.	1868	
—coupon.....						—".....	172,000	5	"	'70-73	1204
Loan of June 22, 1860.....	registered					—Lun. Hosp. and State Prison.....	94,000	5	Jan. & July.	1874	117
—coupon.....						—Lun. Hosp. (W. Mass.).....	60,000	5	June & Dec.	1877	118
Loan of Feb. 8, 1861.....	registered					—Union Fund Loan.....	600,000	5	Jan. & July.	'77-78	
—coupon.....						—Coast Defense Loan.....	885,000	5	"	1883	
Oregon War Bonds of March 3, 1861.....	yearly					—Bounty Fund Loan.....	200,000	5	"	1893	101
—coupon.....						—".....	4,379,500	5	May & Nov.	1894	1044
Loan of July 17, 1861.....	registered					—".....	3,996,000	5	"	1894	
—coupon.....						—Union Fund Loan.....	850,000	5	Jan. & July.	'71-73	
Loan of Feb. 25, 1862 (5-20s).....	registered					—".....	2,150,000	5	"	'74-76	116
—coupon.....						—War Loan (currency).....	2,113,000	5	Mar. & Sept.	'71-86	1004
Loan of March 3, 1864 (5-20s).....	registered					—Western R.R. Loan (sterling).....	4,819,520	5	April & Oct.	'68-71	
—coupon.....						—Eastern R.R. Loan.....	275,000	5	Jan. & July.	'68-71	
Loan of March 3, 1865 (5-20s).....	registered					—Southern Vermont R.R.....	200,000	5	April & Oct.	1890	
—coupon.....						—Troy and Greenfield R.R.....	966,500	5	"	'91-93	
—2d series (5-20s).....	registered					—".....	554,186	5	"	'88-90	
—coupon.....						Michigan—Sault Canal Bonds.....	100,000	5	Jan. & July.		
—3d series (5-20s).....	registered					—Renewal Bonds.....	216,000	5	"	'878	
—coupon.....						—Two Million Loan Bonds.....	1,750,000	5	"	'73-83	
Loan of March 3, 1864 (10-40s).....	registered					—War Loan Bonds.....	250,000	7	"	1868	
—coupon.....						—Bounty Loan Bonds.....	1,111,600	7	May & Nov.	1890	100
Pacific R.R. Bonds.....	(currency)					Minnesota—State Building Loan.....	100,000	7	Jan. & July.	1877	
Freight Notes (7-30s) June 30 '61: 2d series.....						—Railroad Loan Bonds.....	2,275,000	7	"	1883	
—coupon.....						Mississippi—State Bonds (Planters' Bank).....	2,000,000	6	"	'41-71	
Gold Certificates of Deposit.....						—(Union Bank).....	5,000,000	6	"	Var.	
Coupon Interest Notes 1864-65.....						Missouri—State Bonds.....	622,000	5	Jan. & July.	'62-83	97
United States Notes (greenbacks).....						—Hannibal and St. Joseph R.R.....	3,000,000	5	"	'81-85	82
Three per cent. certificates.....						—Pacific R.R.....	7,000,300	5	"	'81-87	974
Fractional currency.....						—Southwestern R.R.....	4,500,000	5	"	'85-87	
Navy Pension Fund.....						—North Missouri R.R.....	4,250,000	5	"	'82-87	
State Securities, latest.						—Iron Mountain R.R.....	3,500,000	5	"	'83-89	
Alabama—State Bonds.....	coupon					—Cairo and Fulton R.R.....	650,000	5	"	'85-87	
—(extended).....						—Platte County R.R.....	700,000	5	"	1887	
—(funded coup.).....						New Hampshire—War Loan of July 1, 1861.....	1,194,100	5	Jan. & July.	'67-78	99
—(sterling).....						—".....	600,000	5	May & Nov.	'84-89	
—coupon.....						—".....	609,500	5	April & Oct.	'67-74	98
Arkansas—Bank Loan (real estate).....	coupon					—".....	500,000	5	Jan. & July.	1869	98
—(State Bank).....						—".....	1,798,900	5	Jan. & July.	'67-84	1024
California—Civil Bonds of 1857.....	coupon					—".....	1,002,900	5	"	'86-96	
—coupon.....						—".....	793,400	5	"	'91-92	1024
—Soldiers Relief Bonds.....						New York—General Fund Bonds.....	700,000	7	J. A. J. & O.	1870	103
Connecticut—War Bonds of May, 1861.....						—Bounty Fund Bonds.....	2,559,000	7	Jan. & July.	1877	1074
—coupon.....						—registered.....	27,726,500	7	"	1877	1074
—Oct. 1861.....						—General Fund Bonds.....	1,186,780	5	"	pleas.	
—Nov. 1863.....						—".....	600,000	5	"	1868	
—May, 1864.....						—".....	800,000	5	"	1878	1004
—May, 1865 (free).....						—Canal Fund Bonds.....	3,050,000	5	J. A. J. & O.	1871	
Florida—State Bonds.....	coupon					—".....	5,000,000	5	"	1873	100
—coupon.....						—".....	2,250,000	5	"	1874	1004
Georgia—State Bonds (Railroad).....	coupon					—".....	1,400,000	5	"	'75-77	191
—(Act Mar. 12 '66).....						—General Fund Bonds.....	909,607	5	Jan. & July.	pleas.	
—(Railroad).....						—".....	442,900	5	May & Nov.	1868	
—(Railroad).....						—".....	900,000	5	Jan. & July.	1875	91
—(Sterling).....						—".....	800,000	5	"	1878	
Illinois—Ill. and Mich. Canal.....	coupon					—Canal and Bonds.....	1,163,000	5	J. A. J. & O.	1868	
—coupon.....						—".....	167,000	5	"	1871	
—State Bonds.....						—".....	4,500,000	5	"	1874	93
—War Loan Bonds.....						North Carolina—State Bonds.....	368,000	5	Various.	'69-78	52
Indiana—State Bonds.....	coupon					—".....	8,334,000	5	Jan. & July.	'81-90	
—coupon.....						—".....	650,000	5	April & Oct.	'90-91	
—coupon.....						—".....	2,500,000	5	Jan. & July.	1900	534
Iowa—State Bonds.....	coupon					Ohio—State Bonds (Union Loan).....	280,366	5	Jan. & July.	1868	100
—War Loan Bonds.....						—".....	2,183,532	5	"	1870	100
Kansas—State Bonds.....	coupon					—".....	1,600,000	5	"	1875	102
—War Loan Bonds.....						—".....	4,005,309	5	"	1881	103
Kentucky—State Bonds.....	coupon					—".....	2,400,000	5	"	1886	1014
—coupon.....						Oregon—State Bonds (Relief and Bounty).....	218,674	7	Jan. & July.	1875	
—coupon.....						Pennsylvania—State Bonds.....	4,993,000	5	Various.	'72-82	94
Louisiana—State Bonds (Banks).....	coupon					—registered.....	5,083,052	5	"	'68-70	964
—(Railroads).....						—Inclined Plane Bonds.....	400,000	5	April & Oct.	1879	
—(Schools, &c.).....						—State Bonds, 1st series.....	92,850	5	Jan. & July.	1877	
—(Leaves).....						—".....	99,480	5	"	1882	
—(New).....						—".....	4,907,150	5	"	1892	
Maine—Maine Land Debt of '63.....						—".....	4,907,150	5	"	1877	104
—Civil Loans of 1855-56.....	coupon					—".....	7,909,520	5	"	1882	105
—coupon.....						—".....	9,270,017	5	"	1892	106
—War Loan of 1861.....						—Military Loan Bonds.....	3,000,000	5	Feb. & Aug.	1871	103
—coupon.....						Rhode Island—State War Bonds of 1861.....	468,500	5	April & Oct.	1871	
—War Loan of 1863.....						—".....	1,196,000	5	Mar. & Sept.	1882	964
—War Loan of 1864.....						—".....	263,000	5	April & Oct.	1883	984
Maryland—State Bonds (Balt. & Susq. R.R.).....						—".....	776,000	5	Jan. & July.	1893	
—(B. & T.W. Can.).....	sterl.					—".....	917,000	5	Feb. & Aug.	1894	
—(Balt. & Ohio R.R.).....	sterl.					—".....	3,275,000	5	J. A. J. & O.	'68-70	
—(O. and O. Can.).....	sterl.					—".....	1,210,803	5	Jan. & July.	'71-90	
—(R.R. various).....						Tennessee—State Bonds.....	1,949,430	5	April & Oct.	1868	604
—(B. & O. R.R.).....	sterl.					—".....	239,167	5	"	Var.	
—(O. and O. Can.).....	sterl.					—".....	1,706,000	5	"	1883	
—(Ches. & Ohio Can.).....						—Railroad, &c., Loan Bonds.....	14,000,000	5	Jan. & July.	30 yrs.	66
—(Bounty).....						—endorsement.....	2,207,000	5	"	Var.	
—(Ches. & Ohio Can.).....						—".....	6,000,000	5	"	1882	634
—(Balt. & Susq. R.R.).....						Vermont—State War Bonds.....	1,567,500	5	June & Dec.	'71-78	100
—coupon.....						Virginia—State Bonds (sterling).....	1,865,000	5	Jan. & July.	long.	
Massachusetts—Funding Loan.....						—".....	468,250	5	"	long.	
—General Statutes Loan.....						—".....	108,000	5	"	long.	384
—Funding Loan.....						—".....	21,649,398	5	"	long.	
						—".....	10,900,000	5	"	long.	
						—".....	1,379,500	5	"	1876	36
						—".....	482,300	5	"	1883	42
						—".....	39,000	5	"	1890	38
						Wisconsin—State Bond.....	406,100	5	Jan. & July.	'71-69	

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,108	387,228	383,844	328,828	3,235,492
1885	289,446	247,211	432,340	355,045	472,438	410,800	493,882	596,584	541,481	675,446	634,248	576,805	5,826,335
1886	475,641	438,279	535,991	412,621	464,507	493,243	466,898	568,589	533,150	599,670	474,066	383,573	5,696,119
1887	377,852	380,190	489,565	407,018	465,102	383,396	400,550	461,879	483,177	483,917	446,598	-----	-----
Chicago and Alton:													
1884	109,860	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,889	153,294	1,673,706
1885	100,991	184,419	195,803	162,723	178,786	206,090	224,257	312,165	304,554	320,879	307,803	262,015	2,770,484
1886	290,508	275,283	299,063	258,480	322,278	356,270	386,985	409,251	401,280	387,956	307,919	236,824	3,630,092
1887	226,153	222,241	290,111	269,349	329,851	371,544	321,597	387,269	322,638	360,223	323,080	271,247	3,696,163
1887	240,238	142,947	238,262	283,921	333,091	343,471	356,142	421,484	422,164	430,108	364,196	-----	-----
Chicago, Rock Island and Pacific:													
1884	140,024	130,225	122,512	128,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,669,287
1885	145,785	175,482	243,150	185,013	198,679	243,178	224,980	307,374	275,960	324,865	336,617	321,037	3,096,470
1886	305,554	246,331	289,403	196,680	284,612	321,813	244,121	306,231	389,489	307,523	270,073	201,779	3,813,514
1887	241,395	183,585	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1887	292,047	224,621	272,454	280,283	261,910	201,483	274,800	404,600	566,408	558,300	415,400	-----	-----
Chicago and Northwestern:													
1884	-----	-----	-----	-----	-----	366,100	281,834	296,169	473,186	551,122	436,945	407,638	2,811,544
1885	273,375	317,539	390,355	421,363	466,380	566,145	480,710	619,406	669,805	729,759	716,878	568,400	6,114,566
1886	541,005	492,164	499,296	468,358	636,623	747,942	702,691	767,608	946,707	932,682	754,871	547,812	7,976,490
1887	526,565	399,917	523,745	587,519	658,948	926,988	808,524	797,475	1,000,086	1,300,216	1,010,892	712,359	9,390,430
1887	696,147	574,664	765,398	774,279	896,712	897,387	800,325	1,038,824	1,461,284	1,508,883	1,210,887	-----	-----
Chicago and Great Eastern:													
1884	33,829	23,804	33,485	40,641	37,588	38,068	30,208	60,198	51,485	61,787	51,386	60,895	528,384
1885	47,393	56,565	67,822	61,312	59,182	58,178	55,515	83,458	87,037	97,376	94,543	78,111	8,060,495
1886	77,878	77,242	88,450	76,514	76,674	91,947	91,075	97,145	106,389	115,610	116,293	91,504	1,103,821
1887	90,415	79,430	110,079	107,072	120,460	118,003	86,037	107,052	104,547	132,725	136,897	123,785	1,517,102
1887	95,223	80,928	93,872	108,154	90,583	87,784	81,600	94,887	120,495	143,005	-----	-----	-----
Des Moines Valley:													
1884	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,085	80,588	73,140	50,296	580,271
1887	49,634	36,098	56,859	59,196	61,447	53,999	53,683	69,018	71,113	81,676	-----	-----	-----
Erie:													
1884	846,695	850,940	956,445	948,050	848,783	770,148	781,248	687,092	816,801	985,294	1,024,640	1,036,321	10,469,481
1885	984,837	984,133	1,114,508	1,099,507	1,072,295	1,041,975	994,317	1,105,364	1,301,095	1,222,568	1,224,909	1,234,217	13,429,648
1886	1,001,007	947,146	1,256,566	1,455,455	1,133,461	1,172,372	1,202,180	1,381,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,776
1887	1,185,740	987,935	1,070,917	1,153,441	1,101,682	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,996,418
1887	906,795	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,414,745	1,493,718	-----	-----	-----
Illinois Central:													
1884	299,944	271,085	275,643	288,224	324,687	407,992	343,929	511,305	478,576	496,483	437,679	424,531	4,571,028
1885	327,900	416,588	459,762	422,797	466,372	510,100	423,578	640,179	799,236	661,391	657,141	603,493	6,329,447
1886	571,536	528,972	616,695	615,003	600,573	617,682	748,403	747,469	739,788	641,587	643,587	618,088	7,181,206
1887	603,083	605,266	605,465	411,008	509,250	567,679	486,620	578,253	571,848	661,971	558,219	504,066	6,516,741
1887	660,438	564,201	417,352	420,365	477,607	486,610	497,879	654,377	705,259	701,490	670,160	-----	-----
Marquette and Cincinnati:													
1884	33,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	88,059	76,764	68,863	710,235
1885	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,973	93,078	95,546	96,908	95,453	1,033,166
1886	96,672	87,791	93,763	78,407	76,248	107,525	104,008	113,184	125,252	116,496	110,146	105,767	1,224,065
1887	90,411	85,447	84,351	81,181	96,888	103,373	98,043	106,921	104,866	115,504	112,952	128,802	1,301,289
1887	94,136	78,076	92,910	92,768	90,625	96,535	106,594	114,713	121,217	142,823	132,897	-----	-----
Milwaukee and Prairie du Chien:													
1884	67,130	76,182	44,925	58,177	106,967	111,200	71,587	69,353	155,417	205,065	133,342	112,913	1,247,259
1885	102,749	115,136	89,221	140,418	186,747	212,209	159,547	115,399	168,218	175,526	149,099	117,013	1,711,231
1886	98,184	70,740	106,680	146,943	224,329	217,160	170,555	225,020	210,595	220,840	110,664	1,985,712	1,985,712
1887	121,776	84,897	73,135	108,082	267,485	262,172	170,765	116,224	150,989	245,701	244,564	93,787	1,983,900
1887	143,000	85,000	72,000	87,610	119,104	114,579	131,000	113,707	277,530	-----	-----	-----	-----
Michigan Southern & Northern Indiana:													
1884	248,784	290,508	557,227	266,613	264,935	241,236	189,145	238,012	308,106	375,567	332,290	343,048	3,302,545
1885	250,600	304,445	338,454	330,651	267,126	315,258	273,891	358,882	402,219	407,107	449,984	411,806	4,120,152
1886	368,996	366,361	413,974	365,180	351,459	337,095	301,613	415,755	486,508	424,790	405,072	351,799	4,826,727
1887	312,544	277,234	412,716	418,970	418,024	384,684	338,858	384,401	428,177	496,555	439,546	352,218	4,060,328
1887	305,357	311,083	379,761	391,103	358,601	304,232	312,879	428,762	497,568	639,435	428,841	-----	-----
Michigan Central:													
1884	242,073	245,858	276,432	258,495	255,453	206,221	193,328	215,449	308,168	275,488	339,794	306,186	3,188,065
1885	252,435	278,348	248,802	358,276	271,553	265,780	263,244	346,731	408,445	410,802	405,510	376,470	3,970,946
1886	344,228	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,031	490,694	447,670	328,870	4,520,550
1887	282,439	285,795	337,158	343,737	365,196	335,083	324,986	359,646	429,151	498,540	414,604	308,659	4,260,115
1887	304,096	285,661	376,210	362,753	333,952	284,977	314,021	398,993	464,778	606,295	412,934	-----	-----
Milwaukee and St. Paul:													
1884	51,965	40,474	64,993	83,202	131,445	126,970	99,692	86,482	164,710	221,639	198,135	129,237	1,402,106
1885	98,181	86,525	100,269	203,018	237,562	251,908	241,370	300,841	306,679	340,717	340,717	171,125	2,535,031
1886	131,707	123,404	123,957	121,533	245,622	244,376	208,785	183,815	276,416	406,359	328,539	129,287	2,598,900
1887	149,300	130,000	134,900	192,548	230,497	221,690	198,938	205,456	403,475	-----	-----	-----	-----
New York Central:													
1884	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,019,375	968,223	1,002,798	9,693,244
1885	920,272	790,167	867,590	911,397	839,126	841,155	815,612	840,450	1,079,551	1,041,822	1,045,401	1,157,818	11,069,853
1886	921,331	836,587	959,024	1,105,564	1,004,435	1,029,736	1,055,793	1,275,117	1,450,079	1,277,113	1,187,505	1,116,829	13,637,709
1887	967,839	615,331	955,559	1,846,734	1,265,521	1,132,701	1,162,024	1,495,753	1,624,434	1,526,339	1,486,856	1,117,863	14,675,128
1887	1,086,390	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,135,461	1,255,911	1,480,929	-----	-----	-----	-----
Ohio and Mississippi:													
1884	210,329	200,465	209,251	239,443	224,957	238,246	262,176						

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1867		1st General Mort.	1,726,000	7	Jan. & July.	New York.	1899	88
Convert. (guar. by Dir.)	160,000	7			1868		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	65
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,099,000	7	Jan. & July.	"	1890	62½
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	898,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96½
Atlantic and Gt. Western:							General 1st Mortgage	3,600,000	7	"	"	1886	84
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	766,000	7	May & Nov.	"	1886	90
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	"	1915	81½
1st Mortgage, Penn.	2,324,800	7	"	"	1877		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	75
2d Mortgage	913,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	1887	97
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82½
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1886	75
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
1st Mortgage, Buffalo Ext'n.	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
Consolidated Bonds	16,333,500	7	Quarterly.	London.	1890		3d Mortgage	500,000	8	"	"	1877	
Atlantic and St. Lawrence:							Cincinnati and Zanesville:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		Cleveland and Mahoning:						
City of Portland Loan (Coups.)	1,000,000	6	Various	N. Y., P. & Bos.	1870		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
Baltimore and Ohio:							3d Mortgage	587,000	8	March & Sept.	"	1876	
Maryland Sterling B'ds of 1833.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Hubbard Branch	105,600	7	"	"		
Mortgage Coupon	1,852,000	6	April & Oct.	Baltimore.	1885	97½	Clev. Fairview and Ashtabula:						
"	1850.	6	Jan. & July.	"	1880	99	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	1855.	6	Jan. & July.	"	1875	98½	Dividend Mortgage	1,000,000	7	"	"	1880	
"	1854.	6	Ja. Ap. Ju. Oc.	"	1867	98½	Cleveland and Pittsburg:						
Balt. City Loan of 1865	5,000,000	6	Jan. & July.	"	1890	93	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1873	96½
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	90
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	"	1892	73½
Bellefontaine and Indiana:							Clev., Columbus and Cin.						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-90	90	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	1864-90	
2d Mortgage	453,000	7	"	"	1870	82½	Cleveland and Toledo:						
Income bonds	87,000				1870		Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York.	1867	
Belvidere Delaware:							Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	84	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	96
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	O. and T. Income (convertible).	6,000	7	March & Sept.	"	1879	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	102
Boston Concord and Montreal:							Columbus and Indiana Central						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	300,700	7	"	New York.	1865		2d mortgage	1,000,000	7	May & Nov.	"		
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	96½	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	96½	Mortgage	248,000	6	March & Sep.	Columbus.	1890	
Sinking Fund	826,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	98	1st Mortgage	573,800	6	June & Dec.	Boston.	1876	90
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	90½	Dayton and Michigan:						
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	1st Mortgage	238,000	7	Jan. & July.	New York.	1867	98½
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½	3d Mortgage	642,000	7	"	"		
Income (in '99 & in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7	"	"		
Special Erie and North-East	140,000	7	"	"	61-70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		2d Mortgage	250,000	7	June & Dec.	"		40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,166	7	"	"	93-80		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Camden and Amboy:							Guaranteed	100,000	6	"	"	1875	
English debt (S. F.) £380,550.	1,841,862	6	Semi-annual.	London.	1890		State Loan	170,000	6	"	"	1876	
American Loan	3,335	6	"	New York.	1864		Delaware, Lackawanna and W'n:						
Loan for \$500,000	210,600	6	"	"	1867	100	1st Mortgage (Laok. & Western)	572,000	7	Jan. & July.	New York.	1871	97
"	380,000	6	"	"	1870	95½	2d Mortgage (E. Extension)	1,223,500	7	April & Oct.	"	1875	97½
"	875,000	6	"	"	1875	87	2d Mortgage	1,668,000	7	March & Sept.	"	1881	98
"	1,700,000	6	Feb. & Aug.	"	1883	87	Des Moines Valley:						
"	867,000	6	May & Nov.	"	1889	82½	1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,200	6	June & Dec.	"	1889	90½	Income	348,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	498,000	6	April & Oct.	"	1879	75	2d Mortgage	1,000,000	8	"	"	1886	
Ontarian:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	104	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
2d Mortgage	600,000	7	May & Nov.	"	1875	100½	Construction bonds, 2d Div'n	680,000	7	"	"		
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	82	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	1st M. (State) \$75,000 a y'r after 64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
2d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	67-70		Endorsed by State of Tennessee	139,480					
Central Pacific of California:							Mortgage (Ordinary)	780,480					
1st Mortgage	2,286,000	6	Jan. & July.	New York.	1896	94½	East Tennessee and Virginia:						
Convertible bonds	1,000,000	7	"	"	1883	100	State of Tennessee Bonds	185,000					
Chesapeake:							Endorsed by State of Tennessee	74,000					
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	92½	1st Mortgage (after State)	14,000					
Chicago, Burlington & Quincy:							2d Mortgage bonds						
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883		Elmira and Williamsport:						
"	3,123,000	8	"	"	1883	111	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Pain Bonds, dated Sept. 20, 1860	650,000	7	March & Sept.	"	1890		Five per cent bonds	570,000	5	April & Oct.	"		90
2d Mortgage, inconvertible	941,000	44	July	Frankfort O.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867		Exchanged for Buif. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868	100	Evansville and Crawfordville:						
C. B. & Q. Serip	413,250	7	Jan. & July.	Frankfort O.M.			Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Chicago and Alton:							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	82½
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	109½	Florida:						
1st Mortgage pref. S. F.	482,000	7	May & Nov.	"	1877	105	Internal Improvement (State)	1,655,000	7	"	"	1891	
Income Bonds	1,700,000	7	April & Oct.	"	1883	91	Free Land, 2d Mortgage	1,400,000	8	"	"	1891	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, "S. F.," Sinking Fund, var, that the bonds fall due at different periods

Description.	Amount	Interest.	Interest.		Due.	Price.	Description.	Amount	Interest.	Interest.		Due.	Pr. co.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) ..	\$300,000	7	-----	-----	1891	-----	Memphis and Charleston State [Tenn.] Loan ..	\$1,595,530	6	Jan. & July.	New York.	1892	-----
Free Land, 2d Mortgage ..	200,000	8	-----	-----	1891	-----	1st Mortgage ..	1,254,000	7	May & Nov.	"	1890	-----
Galena and Chicago Union:							2d Mortgage ..	237,000	7	Jan. & July.	"	1885	-----
1st Mortgage Coupon ..	1,919,000	7	Feb. & Aug.	New York.	1882	101	Michigan Central:						
2d Mortgage (S. F.) Coupon ..	1,173,000	7	May & Nov.	"	1875	98	1st Mortgage sterling ..	467,489	6	Jan. & July.	London.	1872	-----
Elgin and State Line ..	189,000	7	Jan. & July.	"	1879	-----	1st Mortgage Sfg (convertible) ..	500,000	8	March & Sept.	"	1860	-----
Mississippi River Bridge ..	200,000	7	Jan. & July.	"	1884	-----	1st Mortgage (convert.) Dollar ..	1,777,000	8	"	N. Y. & Boston	1869	110
Great Western, Ill.:							1st Mortgage (convert.) Dollar ..	238,000	8	April & Oct.	"	1882	109
1st Mortgage Western Division ..	1,000,000	10	April & Oct.	New York.	1883	101	1st Mortgage (S. F.) convertible ..	4,231,500	8	"	"	1882	109
" Eastern ..	45,000	7	Feb. & Aug.	"	1888	102 1/2	Mich. Southern and N'n Indiana:						
1st Mortgage whole line ..	2,500,000	7	"	"	1888	-----	Northern Indiana, 1st ..	4,000	7	Feb. & Aug.	New York.	1861	-----
2d Mortgage ..	2,500,000	7	May & Nov.	"	1893	71 1/2	Goshen Air Line ..	651,000	7	Feb. & Aug.	"	1868	97
Hannibal and St. Joseph:							Detroit and Toledo ..	924,000	7	"	"	1876	88
Missouri State Loan (1st lien) ..	3,000,000	6	Jan. & July.	New York.	73-78	82	1st General Mortgage (S. F.) ..	4,863,000	7	May & Nov.	"	1885	96 1/2
Land Security ..	3,344,600	7	April & Oct.	"	1881	90	2d General Mortgage ..	2,693,000	7	"	"	1877	90
Convertible Bonds ..	822,000	7	Jan. & July.	"	1883	97	Milwaukee and St. Paul:						
Harrisburg and Lancaster:							1st Mortgage ..	4,593,000	7	Feb. & Aug.	New York.	1893	87
New Dollar Bonds ..	661,000	6	Jan. & July.	Philadelphia.	1883	90	2d Mortgage ..	1,500,500	7	April & Oct.	"	1884	73
Hartford and New Haven:							Real Estate Purchase ..	135,500	-----	-----	-----	1874	-----
1st Mortgage ..	927,000	6	Feb. & Aug.	New York.	1883	90	Milwaukee and Prairie du Chien:						
Houston:							1st Mortgage (coupon) ..	390,500	7	Jan. & July.	New York.	1891	96
1st Mortgage ..	202,500	6	Jan. & July.	Bridgeport.	1877	-----	Minnesota and Pacific ..						
Houston and Texas Central:							Real Estate ..	1,200,000	7	Jan. & July.	-----	1892	61
State (1st Lien) Loan ..	210,000	-----	-----	-----	1886	-----	Mississippi Central:						
Mortgage ..	125,000	7	-----	-----	-----	-----	1st Mortgage ..	1,007,363	7	May & Nov.	New York.	-----	-----
Hudson River:							Mississippi Central and Tenn.:						
1st Mortgage ..	4,000,000	7	Feb. & Aug.	New York.	76-70	102 1/2	State (Tenn.) Loan ..	529,000	6	-----	-----	-----	-----
2d Mortgage (S. F.) ..	2,000,000	7	June & Dec.	"	1885	104	Mississippi and Missouri:						
3d Mortgage ..	1,840,000	7	May & Nov.	"	1875	99 1/2	1st Mortgage (convertible) ..	1,000,000	7	-----	New York.	-----	-----
Convertible ..	1,002,000	7	"	"	1887	100 1/2	2d Mortgage (S. F.) ..	400,000	8	-----	"	-----	-----
Illinois Central:							1st Land Grant ..	3,612,000	7	-----	"	-----	-----
Optional Right Bonds ..	23,000	7	Jan. & July.	New York.	1868	-----	Mississippi and Tennessee:						
Construction ..	6,068,500	7	April & Oct.	London.	1875	-----	Tennessee State Loan ..	167,800	6	Jan. & July.	New York.	1888	-----
Construction ..	2,523,000	6	"	"	1875	118	1st Mortgage ..	600,000	6	"	"	1876	-----
Redemption bonds ..	2,563,000	6	"	"	1890	-----	Income Bonds ..	297,500	10	"	Memphis.	1870	-----
Sterling Redemption bonds ..	358,500	7	"	"	1875	-----	Mobile and Ohio:						
Illinois and Southern Iowa:							Tennessee State Bonds ..	1,096,160	6	Jan. & July.	New York.	1882	-----
1st Mortgage ..	300,000	7	Feb. & Aug.	New York.	1882	-----	Sterling (1st mort.) Bonds ..	4,187,000	6	"	London.	1866	-----
Indiana Central:							" " " " ..	146,200	8	"	N. Y. & Mob.	1861	-----
2d Mortgage ..	264,000	10	Jan. & July.	New York.	1870	100	" " " " ..	625,700	8	"	Mobile.	72-76	-----
Indianapolis and Cincinnati:							Income Bonds of 1861 ..	75,342	8	"	"	-----	-----
1st Mortgage ..	500,000	7	Jan. & July.	New York.	1888	91	" " " " ..	-----	-----	-----	-----	-----	
Ind., Pittsburg and Cleveland:							Mongomery and West Point:						
1st Mortgage ..	650,000	7	Jan. & July.	New York.	1870	-----	Mortgage (due 1863 and '65) ..	30,500	6	-----	-----	73-76	-----
2d Mortgage ..	347,000	7	"	"	-----	-----	Mortgage ..	61,500	8	-----	-----	1866	-----
Indianapolis and Madison:							Bonds ..	100,000	-----	Jan. & July.	-----	1870	-----
Mortgage ..	640,000	7	May & Nov.	New York.	1881	85	Bonds ..	299,200	-----	"	-----	1876	-----
Jeffersonville:							Bonds ..	639,500	-----	"	-----	1881	-----
1st Mortgage ..	187,000	7	March & Sept.	New York.	1861	85	Morris and Essex:						
2d Mortgage ..	392,000	7	April & Oct.	"	1873	86 1/2	1st Mortgage (S. F.) ..	5,000,000	7	May & Nov.	New York.	1915	96 1/2
Joliet and Chicago:							2d Mortgage ..	1,500,000	7	Feb. & Aug.	"	-----	85
1st Mortgage (S. F.) ..	500,000	8	April & Oct.	New York.	1883	100	Muscogee:						
Joliet and N. Indiana:							1st Mortgage ..	249,000	7	-----	-----	-----	-----
1st Mortgage (guar.) ..	800,000	8	Jan. & July.	New York.	1874	-----	Nashville and Chattanooga:						
Kennebec and Portland:							Mortgage (State endorsed) ..	1,500,000	-----	-----	-----	-----	-----
1st Mortgage (City and Town) ..	900,000	6	April & Oct.	Boston.	1870	-----	Naugatuck:						
2d Mortgage ..	230,000	6	"	Augusta.	1861	-----	1st Mortgage conv. ..	224,000	7	Jan. & July.	Bridgeport.	1876	-----
*Kentucky Centr. (Conv. and Lex.)							*New Albany and Salem:						
1st Mortgage ..	160,000	6	-----	-----	-----	-----	1st Mortgage ..	2,235,000	6	-----	-----	-----	-----
1st Mortgage ..	260,000	7	-----	-----	-----	-----	N. Hav., N. Lond. and Ston'ton:						
2d Mortgage (convertible) ..	1,006,000	7	-----	-----	-----	-----	2d Mortgage ..	200,000	6	Jan. & July.	New Haven.	1883	91
Lehigh Valley:							Extension ..	116,000	6	May & Nov.	"	1878	-----
1st Mortgage ..	1,477,000	6	May & Nov.	Philadelphia.	1873	81 1/2	New Haven and Northampton:						
La Crosse and Milwaukee:							1st Mortgage ..	500,000	7	Jan. & July.	New Haven.	1860	-----
1st Mortgage (Eastern Div.) ..	875,000	7	May & Nov.	Milwaukee.	1872	-----	1st Mortgage (H. & Hamp.) ..	103,000	6	-----	"	-----	-----
Lackawanna and Bloomsburg:							New Jersey:						
1st Mortgage ..	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	Company's (various) ..	855,000	6	Semi-annually.	New York.	var.	-----
Lexington and Frankfort:							New London Northern:						
Mortgage, due 1869 and '74 ..	62,000	6	Jan. & July.	Lexington.	70-74	-----	1st Mortgage ..	60,000	7	Jan. & July.	New London.	1871	100
Little Miami:							Extension Bonds ..	72,800	6	March & Sept.	"	1886	-----
Mortgage (coupon) ..	1,200,000	6	May & Nov.	New York.	1883	100	N. Or'ns, Jackson and Gt. North:						
Long Island:							1st Mortgage Coupon ..	2,741,000	8	Jan. & July.	New York.	1886	-----
State Loan (S. F.) ..	100,000	5	Jan. & July.	New York.	1876	92	2d Mortgage Bonds ..	241,000	-----	-----	-----	-----	-----
1st Mortgage ..	500,000	6	"	"	1870	-----	N. Orleans, Opelousa, and Gt. West:						
Ext. bonds (Hunter's Point) ..	175,000	7	Feb. & Aug.	"	1890	-----	Louisiana State Loan ..	650,000	6	-----	-----	-----	-----
Ext. bonds (Glen Cove Br.) ..	150,000	6	May & Nov.	"	1893	-----	New Orleans City Subscription	1,500,000	5	-----	-----	-----	-----
Long Dock Co.:							1st Mort. Construction ..	1,730,600	8	-----	-----	1889	-----
Mortgage Bonds ..	2,007,000	7	June & Dec.	New York.	1882	90 1/2	New York Central:						
Louisville and Frankfort:							Premium [S. F.] Bonds ..	6,450,439	6	May & Nov.	New York.	1888	91 1/2
Louisville Loan ..	100,000	6	Jan. & July.	New York.	1881	-----	Deb'ts of former Cos. outst'ding ..	100,000	-----	-----	-----	-----	-----
1st Mortgage ..	120,000	6	"	"	78-78	-----	Funding [S. F.] Bonds ..	1,393,000	7	Feb. & Aug.	"	1876	-----
Louisville and Nashville:							Exchanged St'ks [S. F.] B'ds ..	606,000	6	May & Nov.	"	1886	102
1st Mortgage Main Stem ..	1,594,000	7	Feb. & Aug.	New York.	78-77	-----	" " " " [B. & N. F.] ..	77,000	6	"	"	1888	-----
Lebanon Branch 1st Mortgage ..	600,000	7	"	"	80-85	-----	Real Estate [S. F.] Bonds ..	165,000	6	"	"	1882	-----
Memphis Branch 1st Mortgage ..	267,000	7	"	"	70-76	-----	Real Estate Bonds & Mortgages ..	139,815	7	var.	"	var.	-----
Bardstown and Louisville ..	30,000	7	"	"	1870	-----	" " " " ..	45,560	6	"	"	1883	-----
City of Louisville bonds ..	1,074,000	-----	-----	-----	78-87	-----	Bonds of Aug. 1859, Convertible ..	460,000	7	Feb. & Aug.	"	1876	-----
Louisville, Cin. and Lexington:							Bonds of Oct. 1863, [S. F.] ..	2,925,000	6	June & Dec.	"	1887	92
1st Mort. (\$3,000,000) ..	1,500,000	7	Jan. & July.	New York.	1897	86	New York and Erie:						
Maine Central:							1st Mortgage ..	3,000,000	7	May & Nov.	New York.	1867	102 1/2
Loan \$1,100,000 ..	1,092,900	6	"	"	80-81	-----	2d Mortgage ..	4,000,000	7	March & Sept.	"	1879	102 1/2
Loan \$400,000 ..	314,100	6	"	"	70-71	-----	3d Mortgage ..	6,000,000	7	"	"	1883	98 1/2
McMinnville and Manchester:							4th Mortgage ..	4,441,000	7	April & Oct.	"	1880	80
State [Tenn.] ..	372,000	6	-----	-----	-----	-----	5th Mortgage ..	925,500	7	June & Dec.	"	1888	90
Mortgage ..	24,000	7	-----	-----	-----	-----	Buffalo Branch ..	186,400	7	Jan. & July.	"	1891	-----
Marietta and Cincinnati:							Sterling Bonds ..	8,875,520	-----	-----	London.		

AMERICAN RAILROAD BOND LIST.

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond,	'75-'76	
North Eastern (S. C.):							Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869		Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	148,000	7	"	"	1863		Richmond and Petersburg:						
Prof. Stock (sec'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1876	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.			Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1868	135
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1886	84 1/2	2d Mortgage	937,500	7	"	"	1863	49
North. Cen., 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	8 1/2	3d Mortgage	440,000	7	"	"	1868	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	118
Chattel Mortgage	360,000	10	"	"	1887	112 1/2	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877		Six per cents	73,912	6	"		1878	
Bonds for Dividend Scrip	59,000	7	"	New York.	'64-'74		Sandusky, Mansfield and Newark:						
Steamboat Bonds	93,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89 1/2	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		3d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	128,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	284,500	6	Jan. & July.		'72-'74	
2d Extension	570,500	6	May & Nov.	"	1873	58	Domestic Bonds	643,500	7	April & Oct.		'69-'91	
Ogdensburg & Lake Champlain:							Steril. Skg. rd b'ds after Jan. 1, '70	2,012,994	6	Jan. & July.	London.	1886	
1st Mortgage	1,257,100	7	April & Oct.	Boston.	1869	99	Do. do.	278,187	6	Jan. & July.	Charleston.	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	336,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	96 1/2	1st Mortgage	437,000		"	Macon.	'75-'85	
Panama:							Steuern and Ind. (P. C. and O.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Sunbury and Erie:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	98
Peninsula:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	76	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Pennsylvania:							St. Louis, Alton & Terre Haute:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95
2d Mortgage	2,621,000	6	April & Oct.	"	1875	93 1/2	" " (series B)	1,100,000	7	April & Oct.	"	1894	
2d Mortgage Sterling	2,288,840	6	"	London.	1875		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	81 1/2
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	" " (series D)	1,400,000	7	May & Nov.	"	1894	
Penobscot and Kennebec:							" " Income (series E)	1,700,000	7	"	"	1894	76
Bangor City 1st Mortg. (Coupon)	651,000	6	April & Oct.	Boston.	'74-'75		St. L., Jacksonv. and Chicago:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Petersburg and Lynchburg (S. Side):							St. Paul and Pacific 1st Division:						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg.	'70-'75		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Peoria & Warsaw:						
Phila., Germantown and Norris'n:							1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	77 1/2
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885		Toledo, Wabash and Western:						
Philadelphia and Erie:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	89
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	98	1st M. (L. K. Wab. and St. Louis)	2,500,000	7	"	"	1890	
1st Mortgage (general)	5,000,000	6	"	"	1881	90	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1873	77 1/2
2d Mortgage	3,000,000	7	"	"	1885		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
3d Mortgage	4,000,000	6	"	"	1901		Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	86 1/2
Philadelphia and Reading:							Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	68
Bonds of 1836 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		Vermont Central:						
" 1849, "	2,609,600	6	April & Oct.	"	1870	95 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	61 1/2
" 1851, "	106,000	6	Jan. & July.	"	1871	91	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25
" 1843, "	1,525,800	6	"	"	1880	91 1/2	Vermont and Massachusetts:						
" 1844, "	804,000	6	"	"	1880	91	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	90
" 1845, "	101,000	6	"	"	1880	92	Virginia Central:						
" 1849, "	67,000	6	"	"	1880	96 1/2	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1857, (convertible)	415,500	6	"	"	1886	97	Mortgage (coupons)	208,500	5	"	Richm'd &	1872	
" 1866, "	60,000	7	"	"	1886		Mortgage (coupons)	983,000	6	"	New York.	1884	
Phila., Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	460,000	6	Jan. & July.	Philadelphia.	1884	95	Coupon bonds of 1865	53,000	8	"	"	1876	
Pittsburg and Connellsville:							Funding Interest bonds	156,089	8	"	"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1899	74 1/2	Dividend bonds	121,227	6	"	"	'68-'76	
Pittsburg, Ft. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	105 1/2	1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
" " (series B)	875,000	7	Feb. & Aug.	"	1912		2d Mortgage	23,500	6	"	"	1878	
" " (series C)	875,000	7	Mar. & Sept.	"	1912		3d or Income Mortgage	314,500	6	"	"	1865	55
" " (series D)	875,000	7	April & Oct.	"	1912		Enlarged Mortgage	608,800	6	"	"	1894	
" " (series E)	875,000	7	May & Nov.	"	1912		Warren (N. J.):						
" " (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	99	Warwick Valley, N. Y.:						
" " (series H)	860,000	7	Feb. & Aug.	"	1912		1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
" " (series I)	860,000	7	Mar. & Sept.	"	1912		Watertown and Rome:						
" " (series J)	860,000	7	April & Oct.	"	1912		Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" " (series K)	860,000	7	May & Nov.	"	1912		Western (Mass.):						
" " (series L)	860,000	7	June & Dec.	"	1912		Sterling (\$890,000)	4,319,530	5	April & Oct.	London.	'68-'71	
3d Mortgage	2,000,000	7	April	"	1912	88	Dollar Bonds	938,500	6	"	Boston.	'76-'78	69 1/2
Bridge Bonds	153,500	7	May & Nov.	Philadelphia.	1878		West Jersey:						
Pittsburg and Stenboville:							1st Mortgage	235,000	6	March & Sep.	Camden.	1883	83
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	2d Mortgage	772,000	7	"	Philadelphia.	1896	
Potomac and Waterown:							Western Maryland:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	'64-'74		1st Mortgage	496,000	6	Jan. & July.	Baltimore.	1890	71
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	90
1st Mortgage	530,000	7	May & Nov.	New York.	1890		Western Pacific:						
Salem and Gaston:							1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Coupon	100,000						Wilmington and Manchester:						
Harlan and Delaware Bay:							1st Mortgage	508,000	7	June & Dec.	New York.	1866	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1888		Income Bonds	101,000	7	March & Sept.	"	1864	
Equipment Bonds	208,000	7	"	"	1876		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,837	6	"	London.	1881	
Sterling (\$67,000)	324,000	8	"	"	1880		"	197,777	7	"	"	1883	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.			
ALABAMA.																							
30 Jun. '60	65.0	—	—	—	50.6	—	—	Alabama and Florida	1,451,336	—	—	877,953	508,500	105,255	1,515,704	54.0	—	101,102	37,806	—	—		
28 Feb. '59	30.3	—	—	—	58.1	2	19	Alabama and Mississippi	461,505	30,991	—	335,010	109,500	21,632	518,966	30.3	—	55,791	31,852	—	—		
31 May '60	109.6	—	—	—	57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906	—	1,067,006	777,777	240,485	2,476,023	109.6	—	207,626	111,282	—	—		
30 Jun. '59	67.0	—	—	—	171.3	—	—	Mobile and Girard	1,600,000	—	—	—	—	—	—	67.0	236,791	76,773	21,006	—	—		
31 Dec. '65	499.3	13.5	—	—	49.4	21	20	Mobile and Ohio	9,258,002	2,189,562	—	3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mo.	1,324,847	642,490	—	—		
28 Feb. '67	88.5	28.4	—	—	—	21	12	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	238,751	3,063,586	115.9	170,707	440,007	189,402	—	—		
ARKANSAS.																							
8 Nov. '58	88.5	—	—	—	107.5	—	—	Memphis and Little Rock	553,877	—	—	351,524	446,000	10,725	811,949	—	—	—	—	—	—		
CALIFORNIA.																							
30 Dec. '60	22.5	—	—	—	—	—	—	Sacramento Valley	1,493,850	—	—	793,850	700,000	—	1,493,850	22.5	—	230,251	104,894	—	—		
CONNECTICUT.																							
31 July '65	23.8	—	1.9	—	6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	—	—	23.8	53,856	103,333	25,249	3	—		
31 Jan. '66	122.4	—	17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,836,740	—	—	122.4	319,433	644,725	166,184	—	—		
31 Aug. '67	61.4	10.2	66.9	—	25	42	434	Hartford and New Haven	3,238,932	254,000	—	1,403,095	3,000,000	104,188	4,946,027	75.2	646,113	1,085,334	592,283	12	174		
31 Dec. '65	74.0	—	8.9	—	10	12	261	Housatonic	2,429,775	—	347,819	2,000,000	272,500	150,848	2,787,594	124.0	192,989	478,095	66,463	—	—		
31 Dec. '65	67.0	—	2.0	—	8	11	188	Naugatuck	1,465,639	—	—	1,000,000	295,000	—	34,065	62.0	159,074	419,469	135,922	10	—		
28 Feb. '66	50.0	—	2.6	—	4	3	30	N. Haven, N. London and Ston.	1,454,040	—	—	738,538	766,000	—	—	62.0	—	67,143	—	—	—		
30 Nov. '66	85.0	8.9	—	—	14	16	22	New Haven and Northampton	2,379,606	—	2,379,606	1,294,100	650,000	—	1,874,100	30.0	60,067	79,855	—	—			
30 Nov. '66	100.0	—	—	—	—	—	—	New London Northern	658,805	—	—	895,000	353,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85		
31 Mar. '67	61.3	1.0	63.8	—	35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,133	117.4	787,826	2,068,260	704,016	10	135		
30 Nov. '66	59.4	7.0	9.2	—	19	19	458	Norwich and Worcester	2,463,983	149,711	666,663	2,363,600	555,000	6,112	3,380,357	66.4	866,149	760,678	250,523	19	92		
DELAWARE.																							
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,237	—	—	406,132	870,000	271,877	1,607,684	84.3	138,631	138,970	41,466	—	—		
31 Oct. '62	16.2	—	—	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	—	5,024	749,544	5.0	27,283	10,290	9	—		
FLORIDA.																							
30 Apr. '60	154.2	—	—	—	150	—	—	Florida and Alabama	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	—	7,557	3,555	—	—		
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	Florida and Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '60	59.9	—	5.0	—	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—		
30 Apr. '60	100.0	8.9	10.0	153.6	—	—	—	Georgia	—	—	—	—	—	—	—	—	—	—	—	—	—		
GEORGIA.																							
30 Jun. '67	86.7	—	—	—	18	6	88	Atlanta and West Point	1,200,079	—	145,554	1,232,200	35,500	55,575	1,346,632	86.7	—	391,477	68,880	34	—		
30 Dec. '62	92.6	—	8.7	70.9	—	—	—	Atlanta and Gulf—M. Trunk	1,032,200	—	—	733,700	129,500	—	—	92.6	—	168,985	55,612	—	—		
30 Apr. '60	48.5	—	—	—	—	—	—	Augusta and Savannah	755,000	—	—	151,387	—	—	—	48.5	—	—	—	—	—		
30 Nov. '66	191.0	—	—	—	23.7	—	—	Brunswick and Florida	4,472,000	—	—	1,849,923	4,698,900	788,000	183,940	6,688,956	239.0	1,784,740	339,214	—	—		
31 Mar. '67	171.0	71.0	—	—	48	25	407	Central of Georgia (and Bank)	4,156,000	—	1,999,361	4,156,000	836,000	241,932	7,176,252	242.0	—	1,136,142	246,834	61	—		
30 Nov. '60	60.0	—	—	—	19	16	171	Georgia (and Bank)	1,500,000	—	—	1,500,000	—	12,295	1,508,976	102.5	—	404,613	212,076	—	—		
31 July '69	60.0	—	—	—	7	2	107	Macon and Western	774,244	162,534	—	689,950	249,000	—	1,026,868	60.0	—	202,714	110,516	15	—		
1 May '68	68.1	—	—	—	3	4	83	Savannah, Albany and Gulf	1,384,634	62,374	—	1,275,901	10,200	180,621	1,478,140	71.6	—	—	—	—	—		
31 July '67	106.1	100.8	16.2	—	19	20	257	South Western	3,383,131	414,195	63,395	3,208,900	437,000	146,067	3,855,712	106.1	—	306,338	1,006,953	32,581	—		
30 Sep. '69	138.0	—	—	—	52	24	705	Western and Atlantic	5,901,497	—	—	—	—	—	—	138.0	—	632,343	464,641	—	—		
ILLINOIS.																							
31 Dec. '66	250.0	—	—	—	67	32	1,098	Chicago and Great Eastern	10,118,522	—	2,172,832	6,311,900	3,983,000	498,049	12,290,904	250.0	1,634,116	3,695,153	1,484,618	84	122		
30 Apr. '67	317.0	83.0	47.0	—	119	56	2,438	Chic. Burlington and Quincy	13,248,711	2,956,237	2,753,986	10,399,010	6,458,250	365,542	18,957,024	317.0	2,421,566	6,146,862	2,763,463	20	136		
31 May '67	681.4	30.0	—	—	248	135	5,566	Chicago and Northwestern	41,871,570	—	—	3,992,752	28,021,621	16,251,000	1,123,476	45,864,322	1,162	10,161,735	2,226,967	—	—		
31 Mar. '67	181.8	181.5	—	—	42	9	46	Chicago, Rock Isl. and Pacific	15,313,822	—	—	3,192,940	9,100,000	8,148,524	635,486	18,566,763	181.5	1,621,307	3,574,084	1,413,992	10	97	
31 May '63	174.5	5.5	14.3	—	21	22	504	Great Western	4,039,561	—	—	1,643,561	2,350,000	—	4,214,342	180.0	—	742,967	377,476	—	—		
31 Dec. '66	454.8	252.5	—	—	150	83	3,546	Illinois Central	30,954,453	—	10,383,833	23,415,780	12,144,000	—	41,478,280	454.8	3,608,562	6,546,741	2,176,447	10	189		
31 Dec. '66	111.0	—	—	—	112	17	7	Toledo, Peoria & Warsaw	5,217,634	—	62,349	3,335,939	1,600,600	121,658	5,269,633	111.0	—	288,524	561,633	—	—		
31 Dec. '65	195.0	14	12.2	—	48	30	1,002	St. Louis, Alton & Terre Haute	10,700,000	—	—	4,000,000	6,700,000	—	10,700,000	200.0	—	2,340,744	458,558	—	—		
INDIANA.																							
31 Aug. '65	224.0	—	—	—	41	23	765	Chicago and Great Eastern	2,312,344	238,255	125,587	1,142,834	1,240,000	4,562	2,726,187	224.0	—	559,128	240,720	—	—		
31 Dec. '62	72.4	—	—	—	14	10	187	Evansville and Crawfordsville	1,667,039	274,081	26,641	611,050	1,254,500	15,900	2,102,761	72.4	—	442,899	158,541	—	—		
31 Dec. '58	89.8	20.2	—	—	23	19	266	Indiana Central	2,497,952	540,043	26,689	1,689,900	1,367,234	140,689	3,458,108	110.0	—	448,858	230,834	9	64		
31 Dec. '64	84.0	—	—	—	15	—	—	Ind., Pittsburg and Cleveland	2,735,556	—	240,222	1,372,000	997,000	106,879	2,975,878	84.0	—	334,539	771,763	—	—		
1 Dec. '62	78.0	—	—	—	15	14	201	Jeffersonville	1,549,518	—	278,334	1,015,907	621,000	—	2,175,238	108.0	—	327,968	286,156	—	—		
31 Mar. '64	86.0	46.0	8.0	—	17	10	283	Indianapolis and Madison	1,464,347	—	—	819,900	640,000	—	1,538,768	132.0	—	315,172	117,941	6	100		
30 Nov. '66	75.5	—	—	—	26	23	562	Louisv. N. Albany & Chicago	6,000,000	—	—	2,800,000	3,000,000	2,000,000	6,000,000	288.0	—	645,237	371,402	—	—		
30 Nov. '66	73.0	—	—	—	26	23	562	Terre Haute and Indianapolis	1,983,150	—	991,181	1,983,150	5,000	162,285	2,979,231	73.0	—	448,884	449,720	297,126	12	156	
IOWA.																							
30 Apr. '66	75.5	—	—	—	176.5	11	8	Burlington and Missouri River	3,215,917	—	235,796	1,541,804	1,902,110	7,717	3,451,713	75.5	125,325	466,746	181,417	—	—		
31 Dec. '66	142.5	—	—	—	176.0	16	9	211	Dubuque and Sioux City	5,257,043	—	172,160	3,662,123	960,000	653,995	5,429,203	156.5	319,890	806,271	237,861	—	—	
1 Jun. '68	88.5	—	—	—	101.3	4	64	Keok. Ft. Des Moines & Minn.	1,037,876	82,490	—	921,449	570,000	—	—	88.5	11 mo's	458,321	21,566	—	—		
30 Jun. '65	136.0	95.0	—	—	312.0	—	—	Mississippi and Missouri	10,715,552	—	—	3,452,300	7,115,252	118,000	10,715,552	230.0	—	—	—	—	—		
KENTUCKY.																							
31 Oct. '50	80.0	—	—	—	—	—	—	Covington and Lexington	3,745,971	276,024	—												

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "Not Running data (—) signify "not ascertained." Land-Grant Railroads are in "Italics." Running data (—) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Price of share.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.													P. c.			
MAINE.																						
30 Nov. '02	55.0	—	—	—	6	4	74	Androscoggin	1,050,000	—	—	151,838	444,038	205,584	757,381	63.5	76,344	79,761	43,461	—		
30 Jun. '03	149.0	—	—	—	41	17	849	Atlantic and St. Lawrence	7,654,059	—	—	2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,873	1,116,118	177,378	46		
31 Dec. '03	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	—	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,423	—		
31 May, '05	99.7	9.5	—	—	13	15	233	Maine Central	4,212,201	—	—	1,447,050	2,733,800	1,053,7	4,801,457	109.2	171,568	489,592	219,302	—		
31 May, '07	61.3	—	—	—	14	4	157	Portland, Saco and Portsmouth	1,300,184	—	—	495,495	1,600,000	—	1,858,669	61.3	227,394	629,325	230,825	6		
MARYLAND.																						
30 Sep. '04	279.6	7.2	—	—	221	100	3,000	Baltimore and Ohio	21,371,451	3,621,755	14,689,906	16,161,962	9,420,530	1,022,969	39,683,113	256.8	3,493,376	5,577,692	5,307,188	10		
30 Sep. '06	30.0	—	—	—	92	54	3,723	Washington Branch	1,650,000	—	—	1,650,000	—	—	1,650,000	39.0	—	864,481	265,462	—		
31 Dec. '07	138.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,739,050	4,518,900	5,424,500	1,913,611	12,644,781	326.0	1,738,704	4,042,126	1,167,973	8		
MASSACHUSETTS.																						
30 Nov. '08	—	—	—	—	18	16	60	Boston, Hartford & Erie	12,510,917	412,896	—	11,877,000	8,201,350	47,980	20,126,330	94.9	113,400	84,579	176,288	15		
30 Nov. '09	26.8	1.8	18.8	—	26	41	554	Boston and Lowell	2,465,434	183,348	521,732	1,830,000	640,000	75,297	3,170,511	70.9	480,176	899,922	176,288	8		
30 Nov. '10	74.3	8.8	60.4	—	38	80	744	Boston and Maine	3,982,547	448,557	581,286	4,076,974	—	—	5,010,730	104.8	775,464	1,575,829	495,499	10		
30 Nov. '11	47.0	7.0	43.0	—	30	62	290	Boston and Providence	3,162,600	207,400	567,601	3,380,000	15,000	—	3,917,601	61.8	441,186	1,190,784	284,544	10		
30 Nov. '12	46.6	24.0	62.6	—	36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000	—	—	4,015,119	61.8	729,470	1,914,729	490,301	10		
30 Nov. '13	46.0	1.1	2.7	—	7	17	88	Cape Cod Branch (par 60)	907,500	123,866	61,963	1,121,226	—	—	1,105,000	47.1	86,510	202,097	65,027	8		
30 Nov. '14	60.0	8.4	11.9	—	14	25	203	Connecticut River	1,747,155	159,816	300,144	1,860,000	250,000	—	2,237,115	59.4	255,853	617,153	177,322	8		
30 Nov. '15	44.1	50.4	33.1	—	38	82	679	Eastern	4,462,999	508,090	407,611	5,378,800	1,818,400	271,200	6,426,700	94.5	805,800	1,422,167	477,714	8		
30 Nov. '16	51.0	42.6	76.1	—	29	38	472	Fitchburg	3,100,851	850,149	456,729	8,540,000	—	—	4,006,729	28.5	477,106	1,107,444	347,247	7		
30 Nov. '17	14.0	—	2.5	—	3	4	40	Fitchburg and Worcester	254,774	40,222	—	247,800	2,000	20,492	276,012	14.0	87,740	82,974	16,860	6		
30 Nov. '18	12.4	—	2.3	—	2	4	20	Lowell and Lawrence	882,853	30,275	7,027	200,000	—	—	870,158	10.9	—	—	—	6		
30 Nov. '19	14.6	—	17.4	—	11	18	249	Nashua and Lowell	558,919	98,684	114,623	600,000	—	—	773,226	41.2	215,781	441,304	80,966	9		
30 Nov. '20	20.1	1.2	1.2	—	4	19	70	New Bedford and Taunton	453,582	46,018	184,000	600,000	184,000	—	684,000	38.7	72,492	259,107	71,382	9		
30 Nov. '21	180.5	10.5	30.5	—	33	74	651	Old Colony and Newport	6,666,671	334,503	—	4,848,300	2,141,000	358,066	7,847,900	141.0	669,552	1,332,307	509,190	7		
30 Nov. '22	13.6	—	7.0	—	1	3	67	Pittsfield and North Adams	432,430	11,247	—	450,000	—	—	450,000	18.6	60,880	114,107	81,164	6		
30 Nov. '23	43.4	1.0	17.5	—	17	20	573	Providence and Worcester	1,453,596	302,795	121,286	1,760,000	—	—	1,877,680	44.4	293,180	701,147	149,399	8		
30 Nov. '24	16.9	—	1.7	—	3	4	197	Salem and Lowell	380,284	83,729	7,158	243,305	226,900	—	471,171	10.9	—	—	—	1		
30 Nov. '25	11.1	0.6	1.2	—	3	12	70	Taunton Branch	210,273	39,727	35,696	250,000	—	—	285,696	11.7	50,279	243,676	62,826	8		
30 Nov. '26	6.1	—	—	—	—	—	—	Troy and Greenfield	—	—	—	923,942	—	—	923,942	—	—	—	—	—		
30 Nov. '27	69.3	8.0	5.5	—	11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650	—	3,843,321	77.3	158,121	435,956	140,463	8		
30 Nov. '28	164.1	17.3	144.4	—	85	72	1,380	Western (incl. Alb. & W.S. etc.)	10,037,212	880,115	5,223,176	17,000,000	5,945,020	—	17,190,503	166.1	1,669,062	3,932,017	1,406,791	10		
30 Nov. '29	46.7	—	10.6	—	11	14	226	Worcester & Nashua (par 53)	1,025,000	116,000	124,385	1,141,000	—	—	1,265,385	45.7	250,969	474,362	178,966	10		
NEW HAMPSHIRE.																						
31 Mar. '07	93.5	—	5.6	—	14	10	252	Boston, Concord and Montreal	2,580,000	—	—	481,345	1,900,000	—	3,281,345	93.5	—	467,714	147,127	—		
30 Nov. '08	53.6	—	5.6	—	27	15	271	Cheshire	2,688,907	—	—	247,281	2,085,925	673,200	—	2,936,189	76.6	422,471	661,617	109,887	24	
31 Mar. '09	34.5	—	—	—	21	22	494	Concord (par 50)	1,000,000	—	—	171,715	1,000,000	—	1,071,715	121.4	527,354	867,967	151,863	8		
31 Mar. '10	26.9	—	2.8	—	2	—	—	Manchester & Lawrence	825,000	175,000	—	62,327	1,000,000	—	1,052,327	52.7	—	—	101,242	8		
31 Mar. '11	69.2	13.0	12.5	—	24	15	492	Merrimack and Conn. Rivers	698,258	—	—	595,588	668,000	—	827	52.7	352,540	681,301	242,997	8		
31 Mar. '12	29.3	—	2.6	—	—	—	—	Northern New Hampshire	3,068,400	—	—	605,862	3,068,400	146,400	—	3,074,262	52.7	—	—	—		
NEW JERSEY.																						
31 Dec. '06	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	—	—	996,647	2,245,000	346,140	3,587,787	77.5	—	556,742	128,939	—		
31 Dec. '07	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,001	—	—	4,331,251	7,987,412	10,073,137	18,060,549	124.2	—	6,607,662	1,444,706	15		
31 Dec. '08	60.2	—	—	—	—	—	—	Camden and Atlantic	1,931,434	—	—	1,001,998	1,034,776	—	107,432	2,244,201	60.2	—	129,869	—		
31 Dec. '09	74.0	12.0	74.0	—	65	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,260,723	13,900,000	1,500,000	250,400	16,711,102	102.0	1,284,515	3,551,244	1,617,298	10		
31 Dec. '10	68.0	—	—	—	24	45	274	Morris and Essex	6,973,931	2,181,111	208,699	3,500,000	5,516,950	—	124,822	9,625,429	53.0	—	1,020,078	304,869	7	
31 Dec. '11	38.8	—	—	—	35	98	180	New Jersey	3,890,828	827,568	1,580,141	5,000,000	868,000	—	6,512,449	33.8	688,632	1,770,862	789,015	10		
31 Dec. '12	21.8	—	—	—	2	6	17	Northern New Jersey	487,803	—	—	168,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—		
31 Dec. '13	68.0	—	16.0	—	—	—	—	Raritan and Delaware Bay	4,098,592	—	—	2,530,700	1,668,890	920,447	4,983,947	81.0	—	336,651	—	—		
31 Dec. '14	18.2	—	—	—	—	—	—	Warren	2,000,000	—	—	59,050	1,647,650	611,400	2,059,050	18.2	—	461,297	154,045	7		
31 Dec. '15	33.8	—	—	—	—	—	—	West Jersey	1,219,504	—	—	464,219	731,050	1,010,500	1,741,550	51.0	—	263,420	69,712	29		
NEW YORK.																						
30 Sep. '03	98.5	—	7.4	—	13	12	216	Albany & Susquehanna	4,285,592	543,095	—	1,675,138	2,114,000	19,643	4,628,691	98.5	191,672	385,199	180,002	—		
30 Sep. '04	142.0	13.0	—	—	28	32	411	Buffalo, New York and Erie	3,869,058	—	—	950,000	2,580,000	—	3,869,058	142.0	—	—	—			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Car.			Property and Assets.				Liability.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	
						Passenger.	Freight, etc.		Railroad and Apparatuses.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
PENNSYLVANIA.																							
31 Jan. '66	44.0	—	—	186.0	13	11	113	Allegheny Valley	2,350,722	232,046	293,573	1,948,400	614,000	513,542	2,879,942	44.0	134,201	356,277	123,892	—	18		
31 Oct. '66	387.0	6.0	81.0	14.0	160	106	3,248	Atlantic and Great Western	66,357,560	—	83,348	29,564,406	29,919,900	1,166,519	60,721,124	507.0	2,041,771	4,833,490	1,476,030	—	13		
31 Oct. '66	65.0	2.5	4.5	—	21	9	263	Catawissa	3,634,000	—	—	3,634,000	268,000	—	3,902,000	67.0	227,646	447,082	150,341	—	83		
31 Oct. '66	74.0	—	6.3	—	15	12	130	Cumberland Valley	1,691,037	—	—	1,516,900	384,000	—	1,691,037	74.0	207,024	564,408	362,281	—	112		
31 Oct. '66	113.0	—	70.0	—	87	17	674	Del., Lackawanna and West'n	9,687,427	2,912,417	—	11,235,500	3,270,500	717,222	15,378,222	304.6	1,909,715	2,738,496	714,825	—	29		
31 Oct. '66	36.0	1.7	6.0	—	10	8	640	East Pennsylvania	1,342,061	227,659	—	654,400	674,900	—	1,564,740	36.0	192,412	446,078	237,034	—	61		
31 Oct. '66	78.0	—	16.0	—	18	—	—	Elmira and Williamsport	2,268,000	352,000	—	1,000,000	1,620,000	—	2,620,000	78.0	285,143	617,581	—	—	29		
31 Oct. '66	18.5	—	6.0	—	—	—	—	Erie and Northeast	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	168,823	620,488	160,700	—	61		
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	Erie and Pittsburgh	1,842,922	554,628	225,000	664,800	1,248,704	435,296	2,622,548	98.6	313,902	618,566	236,168	—	61		
31 Oct. '66	38.0	15.0	17.9	—	—	—	—	Harrisburg and Lancaster	1,852,550	—	—	1,182,550	700,000	—	1,852,550	38.0	47,227	55,692	—	—	61		
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	Hempfield	1,616,469	41,340	104,900	1,809,565	600,000	100,000	2,409,565	32.0	194,282	250,906	55,596	—	16		
31 Oct. '66	44.0	16.7	11.7	6.0	21	6	1,278	Huntingdon and Broad Top	2,188,498	—	—	855,130	1,462,140	—	2,188,498	59.7	194,282	250,906	55,596	—	16		
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	Lackawanna and Bloomsburg	3,789,831	22,315	—	1,856,000	2,401,548	68,880	5,812,146	82.0	484,700	815,878	286,010	—	20		
31 Oct. '66	70.0	57.5	130.0	—	86	19	3,475	Lehigh Valley	9,941,432	3,052,700	—	9,408,200	1,477,000	—	12,994,222	138.5	1,078,411	3,718,000	2,360,027	—	601		
31 Oct. '66	28.3	6.0	8.0	—	—	—	—	Little Schuylkill	1,466,282	—	1,668,965	2,606,100	885,000	73,556	3,604,655	28.3	3,604,655	—	—	—	20		
31 Oct. '66	128.0	64.1	—	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,800	—	—	3,776,000	—	—	3,776,000	—	—	—	—	—	61		
31 Oct. '66	55.6	11.9	14.8	—	23	22	687	North Pennsylvania	5,764,968	665,222	467,050	8,160,150	3,124,737	—	9,587,255	67.5	345,588	902,218	382,500	—	32		
31 Dec. '66	364.8	33.3	106.3	—	452	240	1,978	Pennsylvania	25,642,634	3,371,215	15,338,680	20,000,000	18,038,216	—	42,261,544	365.5	7,080,026	16,353,583	5,967,520	—	9		
31 Dec. '66	17.0	3.0	19.3	—	19	42	119	Phila., German'tn & Norrist'n	1,139,679	268,489	409,956	1,491,850	159,800	—	1,651,650	24.2	274,879	606,346	247,446	—	9		
31 Dec. '66	287.5	63.3	—	—	267	11	8,043	Phila. and (Sunbury) Erie	17,869,733	3,765,774	2,399,368	22,742,867	6,719,562	—	32,577,348	274.8	1,641,507	2,844,446	1,087,667	—	271		
30 Nov. '66	147.0	256.4	—	—	60	72	943	Philadelphia and Reading	10,469,300	—	272,223	1,090,120	200,000	—	10,469,300	147.0	880,336	2,470,958	1,016,531	—	10		
31 Oct. '66	58.4	105.6	—	90.6	14	12	82	Phila., Wilmington and Balt.	1,369,284	—	—	1,090,120	200,000	—	1,641,507	29.5	195,478	849,448	316,754	—	15		
31 Dec. '66	483.5	138.1	—	—	189	121	2,429	Pittsburg and Connellsville	24,264,747	—	229,768	1,776,139	1,500,000	73,108	33,446,287	70.9	824,068	1,599,199	246,968	—	10		
31 Oct. '66	28.0	5.0	—	—	7	—	—	Pittsb'g, Ft. Wayne & Chicago	1,569,450	—	—	869,450	700,000	—	1,669,450	28.0	149,065	348,138	130,392	—	41		
31 Oct. '66	26.1	4.0	—	—	8	13	—	Shamokin Valley & Pottsville	1,345,387	148,721	10,000	684,036	992,600	113,865	1,760,501	36.4	144,402	287,550	143,650	—	40		
31 Oct. '66	36.6	4.7	—	—	8	8	253	Westchester & Philadelphia	826,391	247,245	22,301	549,400	816,000	26,292	1,095,913	36.6	120,064	264,123	123,812	—	25		
RHODE ISLAND.																							
31 Aug. '66	62.0	—	—	4.0	16	18	140	N. Y., Providence and Boston	2,568,000	—	—	1,755,281	500,000	—	—	62.0	340,000	625,641	160,523	12	85		
SOUTH CAROLINA.																							
31 Dec. '66	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	708,365	195,266	—	1,003,631	54.9	—	—	—	—	—		
31 Dec. '66	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	1,585,000	109.6	—	—	—	—	—		
1 Jan. '67	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,969	824,161	—	1,429,008	1,145,000	—	2,573,008	143.2	—	—	—	—	—		
31 Dec. '66	102.0	—	—	—	11	8	105	North-Eastern	2,147,131	—	51,078	898,950	1,028,000	—	2,225,259	102.0	154,496	317,775	66,687	—	—		
31 Dec. '66	136.0	106.0	—	—	47	24	343	South Carolina	8,511,957	—	549,110	5,819,275	3,634,796	447,491	9,827,475	242.0	—	1,312,738	387,332	—	—		
TENNESSEE.																							
30 Sep. '66	47.6	—	—	—	17	11	—	Central Southern (Tenn.)	1,021,439	53,133	—	505,214	614,600	—	99,110	1,137,707	47.6	—	29,907	10,137	—	—	
30 June '66	36.0	—	—	—	17	11	200	East Tennessee and Georgia	708,365	—	—	2,141,970	—	—	—	140.0	10 mos.	441,029	164,081	—	—		
30 June '66	140.0	—	—	—	16	8	185	East Tennessee and Virginia	3,399,984	—	824,268	657,700	2,175,500	—	541,853	4,224,247	130.3	159,332	331,871	161,014	—	—	
30 June '67	271.6	19.4	20.0	—	55	60	478	Memphis and Charleston	6,239,585	1,002,601	2,195,331	5,812,725	3,126,530	921,967	9,931,517	271.6	786,231	1,061,512	71,490	—	—		
1859—	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,256,297	141,144	—	570,000	1,561,000	—	145,000	—	—	—	—	—	—		
1859—	100.0	—	30.6	55.8	—	—	—	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	—		
30 Sep. '66	99.2	—	—	—	12	7	92	Mississippi and Tennessee	3,015,107	—	—	825,389	1,069,600	—	962,039	3,015,107	99.2	—	387,252	173,729	—	—	
1859—	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	—	22,369	47.4	—	83,129	44,066	—	—		
1859—	34.2	—	7.0	—	12	2	61	McMinnville and Manchester	633,307	56,516	—	144,594	406,000	—	5,000	34.2	—	23,808	15,892	—	—		
30 Nov. '66	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	—	—	2,065,544	1,731,000	—	—	149.7	—	784,118	397,394	6	—		
1859—	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—		
1860—	45.8	—	4.2	11.7	6	5	32	Tennessee and Alabama	76,016	76,016	—	505,222	860,000	—	204,544	45.8	—	127,953	87,243	—	—		
1859—	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	—	408,477	30.0	—	1,248	—	—	—		
TEXAS, (all aided by State).																							
— '58	32.0	—	—	—	—	—	—	Buffalo Bayou, Braz. & Col'do	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '58	56.0	—	—	—	—	—	—	Galveston, Houston & Henderson	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
— '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275,000	240,000	—	171,560	50.0	—	31,300	32,670	—	—		
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,545	—	—	465,000	975,000	—	369,000	70.0	102,200	232,840	196,568	—	—		
— '60	25.0	—	—	—	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	—	—	—	—	—	—		
VERMONT.																							
31 May '67	110.3	—	—	6.6	11	10	328	Connect. & Passumpsic Rivers	8,071,637	—	100,124	1,961,800	573,800	—	3,171,811	110.3	171,490	495,706	184,652	—	—		
31 Aug. '67	119.6	—	—	16.0	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,332,376	3,257,471	895,219	6,386,168	119.6							

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	—
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	—
Baltimore and Ohio, (pref.)	3,000,000	6	6	—
Berkshire (guarantied)	600,000	7	7	70
Boston, Concord & Montreal (pref.)	1,340,400	6	6	—
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	—
Camden & Atlantic (preferred)	620,800	7	7	21
Catawissa (preferred)	1,150,000	7	7	23
Chemung (guarantied)	380,000	7	7	—
Cayuga & Susquehanna (guarant.)	843,600	7	7	—
Chesapeake (preferred)	2,017,825	7	7	87
Chicago & Alton (preferred)	2,425,400	7	7	125
Chicago & Northwestern (pref.)	14,789,125	7	7	60
Cocheco (preferred)	177,750	8	8	—
Ut. & Passumpsic Rivers, (pref.)	1,775,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	—
" (2d preferred)	243,000	8	8	—
Detroit & Milwaukee (preferred)	1,600,000	7	7	—
Dubuque & Sioux City (preferred)	1,988,171	7	7	60
Elmira, Jeff. & Canandaigua (guar.)	600,000	7	7	—
Elmira & Williamsport (preferred)	600,000	7	7	42
Erie (preferred)	8,636,910	7	7	80
Hannibal & St. Joseph (preferred)	6,263,856	7	7	62
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	—
Kennebec & Portland (preferred)	372,000	6	6	—
Lackawanna & Bloomsburg (pref.)	600,000	7	7	—
Marietta & Cincinnati (1st pref.)	6,556,136	7	7	16
" (2d pref.)	4,051,744	7	7	15
Miligan S. & N. Indiana (guar.)	757,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,296	8	8	95
" (2d pref.)	841,400	7	7	77
Milwaukee & St. Paul (preferred)	7,370,900	7	7	62
New Haven & Northampton (guar.)	1,010,000	4	4	—
New York & Harlem (preferred)	1,600,000	8	8	115
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	—
Patterson & Hudson (guarantied)	630,000	8	8	—
Patterson & Ramapo (guarantied)	248,000	8	8	—
Paterson & Bureau Valley (guar.)	1,200,000	6	6	—
Philadelphia & Reading (pref.)	1,651,800	7	7	—
Philadelphia & Trenton (guar.)	1,000,000	10	10	—
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Sauc. & Portsmouth (guar.)	1,600,000	6	6	—
Rutland & Burlington (preferred)	382,700	8	8	—
" (preferred)	608,176	6	6	—
St. L. Alton & Terre Haute (pref.)	1,700,000	7	7	66
Toledo, Wabash & Western (pref.)	1,000,000	7	7	61
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	7	—
" (2d pref.)	908,425	7	7	—
Troy & Greenbush (guarantied)	274,400	6	6	50
Vermont & Canada, (guarantied)	1,600,000	8	8	102
Warren (guarantied)	1,408,300	7	7	—
White Mountains (guarantied)	200,000	8	8	—
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	—

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1886	93
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrly.	1870	—
" sterling	4,376,000	6	"	1890	—
Preferred bonds	1,700,000	6	"	18—	30
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	86
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	673,790	7	J. & J.	1865	—
Interest Certificates	161,980	6	"	1863	—
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrly.	1870	—
Six per cent. Loan	5,484,351	6	"	1884	84
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	—
2d Mortgage	57,000	6	"	1865	—
forris:					
1st Mortgage	455,500	6	A. & O.	1876	80
2d Mortgage	302,750	6	"	—	59
Boat Loan	232,807	6	"	—	90
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	80
Schoenlykill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	89
2d Mortgage	3,980,670	6	J. & J.	1882	71
Improvement	1,601,670	6	M. & N.	1876	76
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	—
Md. stg. loan converted	200,376	6	"	1865	—
Mortgage bonds	963,000	6	"	1878	69
Preferred Interest b'ds.	227,569	6	"	1878	—
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	164
West Branch & Susquehanna:					
1st Mortgage, s'g fund	450,000	6	J. & J.	1878	80
Wyoming Valley:					
"	600,000	6	J. & J.	1878	75

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	—	96
Chesapeake and Ohio	100	8,223,596	—	—
Delaware Division	100	1,633,350	—	40
Delaware and Hudson	100	10,000,000	10	144
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania	50	64,000	—	—
Illinois and Michigan	—	—	—	—
Lehigh Navigation	50	6,968,146	10	30
Monongahela Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	10	35
" (preferred)	100	1,175,000	10	88
North Branch	100	—	—	—
Sault Ste Marie	100	—	—	—
Schoenlykill Navigation (consolid.)	50	1,908,207	—	12
" (preferred)	50	2,888,938	—	23
Susquehanna and Tide Water	50	2,048,260	—	11
Union	—	—	—	—
Union (preferred)	50	2,787,000	—	4
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON.—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton 87 — 89
Pig, American, No. 1	— 49 — 41
Pig, American, No. 2	— 38 — —
Pig, Refined, English and American	— 85 — 90
Bar, Swedes, assorted sizes	(gold) 92 60 105
Bar, Swedes, ordinary sizes	— 155 — —
Bar, English and American, Refined	— 100 — 105
Bar, English and American, Common	— 90 — 95
Scroll	127 50 175
Ovals and Half-round	127 50 155
Band	127 50 —
Horse Shoe	128 — —
Rods, 1/2 to 3-16 inch	— 105 — 160
Hoop	132 50 155
Nail Rod	— 9 — 10
Sheet, Russia, Med. No. 1	— 15 — 16
Sheet, Single, D. and T. Common	— 5 — 7
Rails, English	(gold) — 52 50 53
Rails, American (at works)	— 82 50
STEEL.—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices)	
English Cast (2d and 1st qty.)	per lb. — 18 @ — 23
English Spring (2d and 1st qty.)	— 10 @ — 12
English Blister (2d and 1st qty.)	— 11 @ — 20
English Machinery	— 13 @ — 16
English German (2d and 1st qty.)	— 14 @ — 16
American Blister, "Black Diamond"	— 11 @ — 17
American, Cast, Tool, do.	— 21 @ — 23
American, Spring, do.	— 12 @ — 15
American Machinery, do.	— 11 @ — 14
American German, do.	— 11 @ — 14
COPPER.—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.	
Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.	All Cash.
Sheathing, New	per lb. — @ — 33
Bolts	— 35 @ — —
Braziers	— 35 @ — —
Sheathing, &c., Old	— 20 @ — 21
Sheathing, Yellow Metal	— 26 @ — —
Bolts, Yellow Metal	— 27 @ — —
American Lugot	— 21 @ — 22
LEAD.—Duty: Pig, \$2 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. — @ — —
Spanish	(gold) 6 37 @ 6 50
German Refined	6 50 @ 6 55
English	(gold) 6 37 @ 6 75
Bar	(net) 10 80 @ —
Pipe and Sheet	(net) 12 — @ —
TIN.—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca	(gold) per lb. — 26 @ — 26 1/2
Straits	(gold) — 23 @ — 24
English	(gold) — 22 @ — 23
Plates, I. C. Charcoal, p. box	8 — @ 8 60 11 — @ 12 —
Plates, I. C. Coke	6 75 @ 7 50 9 25 @ 10 50
Plates, Coke Terne	6 50 @ 6 75 8 75 @ 9 25
Plates, Charcoal Terne	7 75 @ 8 25 10 50 @ 11 25
PETROLEUM.—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	— 10 @ — —
Crude, 40 @ 47 gravity (in shipping order)	— 1 @ — 10 1/2
Refined, free, S. W.	— 44 @ — 45
Refined, in bond, prime L. S. to W. (110 @ 115 test)	— @ — 24
Refined, in bond, Standard White	— 25 @ — 26
Refined, in bond, prime White	— @ — —
Naptha, Refined, (50 @ 63 gravity)	— 31 @ — 32
Residuum	per bbl. 3 25 @ —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.						
	Th. 5.	F. 6.	Sat. 7.	M. 9.	Tu. 10.	W. 11.
Atlantic M. S. S. Co.	117 1/2	118	116 1/2	118	118	118 1/2
Boston, Hartford & Erie 14	128	14	14	12 1/2	10 1/2	11 1/2
California 7a	128	—	—	—	—	—
Canton Co.	44 1/2	46	46	45 1/2	46 1/2	46 1/2
Chicago & Alton	122	122	122	122	122 1/2	122 1/2
" " pref.	120	120	120	120	126	126
" " 1 M.	—	—	—	—	102 1/2	102 1/2
" " S. F.	—	—	—	—	—	—
" " Inc. b'ds	—	—	—	—	—	—
Chicago, Burl. & Q.	—	—	—	136	—	—
" " 8 p.c. 110 1/2	—	—	—	—	—	111
Chic. & Northwestern	62	64	64 1/2	66 1/2	69 1/2	61 1/2
" " 1st M.	63 1/2	66 1/2	66 1/2	67 1/2	66 1/2	67 1/2
" " 2d M.	—	—	—	—	81	—
" " S. F.	81 1/2	96 1/2	—	—	—	—
" " Consol.	81 1/2	—	—	—	—	—
Chicago & Rock Isl.	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2	97
" " 1st M. 70	—	—	—	—	—	—
Chl. R. I. & Pa. 7a 1896	93 1/2	93	93	93	98	94
Clev., Col. and Cin.	98	93	82	82	98	98
Clev. & Pittsburgh	82 1/2	82 1/2	82 1/2	88 1/2	83 1/2	83 1/2
" " 2 M.	—	—	—	—	83 1/2	—
" " 3 M.	—	—	—	—	90	—
" " 4 M.	—	—	—	—	—	—
Clev. and Toledo	102 1/2	102 1/2	102 1/2	102 1/2	103	104
" " S. F. 7 p.c.	—	—	—	—	—	—
Cumberland Coal, pref.	—	—	—	—	—	—
Del. & Hudson Canal	144	144	144	145	144	144
Del., Lack. & West.	—	—	—	—	—	114
" " 1 M. S. F. 71 1/2	—	—	—	—	—	—
" " 2 M. S. F. 81	—	—	—	—	—	—
Erie	80 1/2	71 1/2	71 1/2	72	71 1/2	72 1/2
" " pref.	71	81	81	82 1/2	78 1/2	80 1/2
" " 1 M. 7 p.c. 87	—	—	—	—	—	—
" " 2 M. 7 p.c. 79	—	—	—	—	—	102 1/2
" " 3 M. 7 p.c. 88	—	—	90	—	—	—
" " 4 M. 7 p.c. 80	—	—	—	—	—	—
" " 5 M. 7 p.c. 88	—	—	—	—	—	—
Hudson River	125 1/2	125 1/2	126 1/2	131	131	133
" " 1 M. 7 p.c. 69	—	—	—	—	—	—
" " 2 M. S. F.	—	—	—	—	—	—
" " 3 M. 7 p.c. 75	—	—	—	—	—	—
Illinois Central	134 1/2	135	133 1/2	133 1/2	133	133 1/2
" bonds	—	—	—	—	—	—
Marietta & Cin. 1st pref. 16	—	—	—	—	—	—
" " 2d	—	—	—	—	—	—
" " 1st mort.	—	—	—	—	—	—
Mariposa Mining Co.	8	8	8	8	7 1/2	8 1/2
" " pref.	12 1/2	13	13	14	—	—
" " 1st mort.	—	—	—	—	—	—
Michigan Central	110 1/2	110	110 1/2	110	110 1/2	110 1/2
" " S. F. 8 p.c. 82	109	109	109 1/2	109	109	109
" " conv. S. F. 8 p.c. 89	—	—	—	—	—	—
M. S. and N. I.	80 1/2	80 1/2	81	81 1/2	81 1/2	82 1/2
" " guar.	—	—	—	—	—	—
" " 1 M. S. F.	—	—	—	—	—	—
" " 2 M.	—	—	—	—	—	—
and P. du Chien	—	—	—	—	—	—
" " 1st pref.	—	—	—	—	—	—
" " 2d pref.	—	—	—	—	—	—
" " 1st M.	—	—	—	—	—	—
aw. and St. Paul	41	41 1/2	42 1/2	42 1/2	42 1/2	42 1/2
" " pref.	61 1/2	61 1/2	61 1/2	62 1/2	62 1/2	62 1/2
" " 1st mort.	87	87	87	87	87	87
" " 2d mort.	—	—	—	—	—	—
nsouri 6s	—	96	95 1/2	96	96 1/2	96 1/2
ss. to H. & St. J. R.	—	—	—	—	—	—
" Pacific	95 1/2	—	—	—	—	—
orris and Essex	—	—	—	—	—	—
" " 1st mort.	—	—	—	95 1/2	95 1/2	—
" " 2d mort.	—	—	—	—	—	—
y York Central	113 1/2	114 1/2	114 1/2	115 1/2	116 1/2	115 1/2
" " 7s. S. F. 76	—	—	—	—	—	—
" " 7s. conv. 76	—	—	—	—	—	—
" " 6s. S. F. 83	—	91	90	—	91 1/2	—
" " 6s. S. F. 87. 92	—	—	—	—	—	—
York & Harlem	—	—	—	—	—	—
" " pref. 77	—	—	—	—	—	—
" " 1 M. 7 p.c. 78	—	—	—	—	—	—
" " 3 M. 7 p.c. 67	—	—	—	—	—	—
Y. and N. Haven	—	140	—	138	136	—
th Carolina 6s	—	—	—	—	—	—
" " ex-coupon 58	—	—	—	—	53 1/2	53 1/2
" " new	53 1/2	—	—	—	63	—
o & Miss. cer.	26	26	26 1/2	26 1/2	26 1/2	26 1/2
" " pref.	—	—	—	—	—	—
ila Mail S. S. Co.	124 1/2	122 1/2	125 1/2	125	124	124 1/2
ama	292	—	—	—	—	—
la. and Reading	95 1/2	96 1/2	96 1/2	96 1/2	96 1/2	96 1/2
la. Ft. W. & Chicago	97 1/2	97 1/2	97 1/2	98 1/2	98 1/2	99 1/2
" " 1 M.	—	—	—	—	—	—
" " 2 M.	98 1/2	—	98 1/2	—	—	—
" " 3 M.	—	—	—	—	—	—
okallver Mining Co.	17	21	22	20	18 1/2	—
Alton & T. H.	—	—	—	—	—	—
" " pref.	—	—	—	66	—	—
" " 1 M.	—	—	—	—	—	—
" " 2 M. pref.	81 1/2	—	—	—	—	—
" " Inc. b'ds	—	—	—	76	—	—
nessee 6s. 1890	—	—	—	—	—	—
" " ex-coupon. 64	64	62 1/2	64 1/2	64 1/2	65	65
" " new	62 1/2	62 1/2	62 1/2	62 1/2	63 1/2	63 1/2
Wab. & Western	—	38 1/2	38 1/2	38 1/2	—	—
" " Pref.	—	—	—	—	—	—
" " 1 M. ex.	—	—	—	—	77	—
" " 2 M.	78	—	—	—	—	—
" " Int. b'ds	—	—	—	—	—	—
inia 6s.	—	—	—	—	—	—
" " ex-coupon	—	40	46 1/2	45 1/2	—	—
" " var.	—	40	—	—	42	—

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

Th.5. F.6. Sat.7. M.9. Tu.10. W.11

FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	101½	101½	101½	101½	101½
U. S. 5s, 1871, coup.	101½	101½	101½	101½	101½
U. S. 5s, 1874, reg.	101½	101½	101½	101½	101½
U. S. 5s, 1874, coup.	101½	101½	101½	101½	101½
U. S. 5s, 1885, coup.	101½	101½	101½	101½	101½
U. S. 5s, 10-40s, coup. 101½	101½	101½	101½	101½	101½
U. S. 5s, 10-40s, reg.	101½	101½	101½	101½	101½
U. S. 5s, 1881, reg.	101½	101½	101½	101½	101½
U. S. 5s, 1881, cou.	112½	112½	112½	112½	112½
U. S. 5s, '81, O.W.L.Y.	112½	112½	112½	112½	112½
U. S. 5s, 1881, " 47.	112½	112½	112½	112½	112½
U. S. 5s, 1867, reg.	101½	101½	101½	101½	101½
U. S. 5s, 1868, reg.	101½	101½	101½	101½	101½
U. S. 5s, 1868, coup.	101½	101½	101½	101½	101½
U. S. 5s, 5-20s, reg. '62.	104½	104½	104½	104½	104½
U. S. 5s, 5-20s, c. '62. 107½	107½	107½	107½	107½	107½
U. S. 5s, 5-20s, reg. '64.	104½	104½	104½	104½	104½
U. S. 5s, 5-20s, c. '64. 104½	104½	104½	104½	104½	104½
U. S. 5s, 5-20s, reg. '65. 104½	104½	104½	104½	104½	104½
U. S. 5s, 5-20s, c. '65. 105½	105½	105½	105½	105½	105½
U. S. 5s, r. n. '65. 107½	107½	107½	107½	107½	107½
U. S. 5s, 5-20s, c. n. '65. 107½	107½	107½	107½	107½	107½
U. S. 5s, r. n. '67.	107½	107½	107½	107½	107½
U. S. 5s, 5-20s, c. n. '67. 107½	107½	107½	107½	107½	107½
7.80 Notes, 2d series. 104½	104½	104½	104½	105	104½
" " 3d series. 104½	104½	104½	104½	104½	104½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

W.4 Th.5. F.6. Sat.7. M.9. Tu.10

Catawissa	23½	23½	23½	23½	23½
Camden & Amboy	125½	125½	125½	125½	125½
" " 6s '70.	87	87	87	87	87
" " 6s '75.	87	87	87	87	87
" " 6s '88. 87	87	87	87	87	87
" " 6s '89. 83½	83½	83½	83½	83½	83½
" mort. 6s '89.	93	93	93	93	93
Del. Div. Canal	93	93	93	93	93
Elmira & Wmport	93	93	93	93	93
" " pref.	93	93	93	93	93
" " 7s.	93	93	93	93	93
Lehigh Navigation	31½	31½	31½	31½	31½
" " 6s '84. 84	84	84	84	84	84
Lehigh Valley R. R.	50½	51	51	51	51
" " 6s.	92	92	92	92	92
Little Schuylkill R. R.	25	25	25	25	25
" " 7s.	25	25	25	25	25
Minehill	67	67	67	67	67
Morris Canal	88	88	88	88	88
" " pref.	88	88	88	88	88
" " 6s '76.	88	88	88	88	88
North Pennsylvania	88	88	88	88	88
" " 6s.	88	88	88	88	88
" " 10s.	88	88	88	88	88
Northern Central	42½	42½	42½	42½	42½
Pennsylvania R. R.	49½	49½	49½	49½	49½
" " 1st m.	49½	49½	49½	49½	49½
" " 2d m.	49½	49½	49½	49½	49½
Penn. State. 6s 1st series. 104	104	104	104	104	104
" " 6s, 2d series.	105	105	105	105	105
" " 6s, 3d series.	105	105	105	105	105
" " 6s. W. L. 102½	103	103	103	103	103
Philadelphia City, 6s.	95	95	95	95	95
" " new. 99	99½	99½	99½	99½	99½
" " munc.	99½	99½	99½	99½	99½
Philad. Germ. & Nor.	64½	64½	64½	64½	64½
Phila. & Reading	47½	47½	47½	47½	47½
" " 6s '88.	47½	47½	47½	47½	47½
" " 6s '70. 95½	95½	95½	95½	95½	95½
Philadelphia & Erie	28½	28½	28½	28½	28½
" " 6s.	90½	90½	90½	90½	90½
Philad. & Sunbury, 7s.	90½	90½	90½	90½	90½
Schuylkill Navigation	21½	21½	21½	21½	21½
" " pref. 21½	21½	21½	21½	21½	21½
" " 6s '82.	71½	71½	71½	71½	71½
" " 6s '76.	71½	71½	71½	71½	71½
" " 6s '72.	71½	71½	71½	71½	71½
Susq. Canal	59½	59½	59½	59½	59½
" " 6s '78.	59½	59½	59½	59½	59½
Union Canal, pref.	15½	15½	15½	15½	15½
" " 6s '83.	15½	15½	15½	15½	15½
Wyoming Valley Canal	104	104	104	104	104
" " bonds.	104	104	104	104	104
Hestonville, (Horse)	44½	44½	44½	44½	44½
Chestnut & Wal.	30	30	30	30	30
Green & Cones,	75	75	75	75	75
2d and 3d streets,	28	28	28	28	28
Spruce & Pine,	28	28	28	28	28

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

W.4 Th.5. F.6. Sat.7. M.9. Tu.10

Baltimore City 6s, 1875. 98½	98½	98½	98½	98½	98½
" " 1888.	98½	98½	98½	98½	98½
" " 1870.	98½	98½	98½	98½	98½
" " 1890. 99½	99½	99½	99½	99½	99½
" " 1893.	99½	99½	99½	99½	99½
Balt. and Ohio	120½	120½	120½	120½	120½
" " b'ds. '82.	120½	120½	120½	120½	120½
" " " '75.	98½	98½	98½	98½	98½
" " " '80.	97½	97½	97½	97½	97½
" " " '85.	97½	97½	97½	97½	97½
Northern Central	43	43	43	43	43
" " b'ds. 1885.	43	43	43	43	43
" " " 1900.	43	43	43	43	43
City Passenger R. R.	43	43	43	43	43

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 11.

Th.5. F.6. Sat.7. M.9. Tu.10. W.11

Boston and Albany	140	140	140	140	140
Boston and Lowell	125	125	125	125	125
Boston and Maine	136½	136½	136½	136½	136½
Boston and Providence	142	142	142	142	142
Boston and Worcester	142	142	142	142	142
Boston, Hartford & Erie	13½	13½	13½	13½	13½
Cheshire, pref.	62½	63	63	63	63
Concord	72	72	72	72	72
Connecticut River	111½	111½	111½	111½	111½
Eastern, Mass.	111½	111½	111½	111½	111½
Fitchburg	125½	125½	125½	125½	125½
Manchester & Lowell	110	110	110	110	110
Michigan Central	111	111	111	111	111
Northern, N. H.	60½	60½	60½	60½	60½
Ogdens. & Lake Champlain	88	88	88	88	88
Old Colony & Newport	88	88	88	88	88
Ph. Wil. & Baltimore	90½	90½	90½	90½	90½
Portland, Saco & Forts.	95	95	95	95	95
Vermont & Canada	95	95	95	95	95
Vermont & Mass.	56	56	56	56	56
Western	99	99	99	99	99
Broadway (Horse)	67½	67½	67½	67½	67½
Cambridge	40	40	40	40	40
Metropolitan	25	25	25	25	25
Middlesex	12½	12½	12½	12½	12½
Central Mining Co.	25	25	25	25	25
Copper Falls	12½	12½	12½	12½	12½
Franklin	12½	12½	12½	12½	12½
Huron	12½	12½	12½	12½	12½
Ile Royale	12½	12½	12½	12½	12½
National	12½	12½	12½	12½	12½
Minnesota	12½	12½	12½	12½	12½
Pewabic	9½	9½	9½	9½	9½
Pittsburg	4	4	4	4	4
Quincy	4	4	4	4	4
Rockland	4	4	4	4	4

London Stock Exchange.

The following were the closing prices for American Securities on the 15th and 22d of Nov.:

	Closing Prices.	Nov. 15.	Nov. 22.
United States, 5-20s, 6 per cent 1882.	70½ @ 71	70½ @ 70½	70½ @ 70½
Do. do. 6 do. 1884.	68 @ 70	68 @ 70	68 @ 70
Do. do. 6 do. 1885.	68½ @ 69	68½ @ 69	68½ @ 69
Do. do. 6 do. 1888.	85 @ 90	85 @ 90	85 @ 90
Virginia State, 5 per cent	48 @ 52	48 @ 52	48 @ 52
Do. 6 per cent	32 @ 33	32 @ 33	32 @ 33
Atl. & Gt. Western, N. Y. sec. 1st	45 @ 50	45 @ 50	45 @ 50
mort, 1880, 7 per cent	45 @ 50	45 @ 50	45 @ 50
Do. do, 2d mort, 1881	45 @ 50	45 @ 50	45 @ 50
Do. Penn., 1st mort, 1877	45 @ 50	45 @ 50	45 @ 50
Do. do, 2d mort, 1882	45 @ 50	45 @ 50	45 @ 50
Do. consolid. mort. bonds, 1890	18½ @ 19	18½ @ 19	18½ @ 19
Erie shares, \$100 (all paid) 8 p. c.	47 @ 48	47 @ 48	47 @ 48
Do. convertible bonds, 6 p. c.	66 @ 68	66 @ 68	66 @ 68
Do. 3d mort, 1883, 7 p. c.	62 @ 66	62 @ 66	62 @ 66
Illinois Central, 6 p. c., 1875	88 @ 92	88 @ 92	88 @ 92
Do. 7 p. c., 1875	82 @ 86	82 @ 86	82 @ 86
Do. \$100 shares (all paid)	84½ @ 85	84½ @ 85	84½ @ 85
Marietta & Cin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67	65 @ 67
Mich. Cen convertible, 1869, 8 p. c.	68 @ 72	68 @ 72	68 @ 72
Do. S. F. 1st mort, 8 p. c., 1882	67 @ 73	67 @ 73	67 @ 73
New York Central \$100 shares	65 @ 70	65 @ 70	65 @ 70
Panama R. R. 2d mort, 1872, 7 p. c.	104 @ 106	104 @ 106	104 @ 106
Penn. R.R. bonds, 2d mort. con. 6 p. c.	92 @ 94	92 @ 94	92 @ 94
Do. \$50 shares	— @ —	— @ —	— @ —
Phil. & Erie 1st mort, 1881, (guaranteed by Penn. R. R.)	53 @ 55	53 @ 55	53 @ 55
Do. with option to be paid in Phil.	53 @ 55	53 @ 55	53 @ 55

American Railroad Journal.

Saturday, December 14, 1867.

Stock Exchange and Money Market.

Money has been in better supply on call, particularly within a day or two, and rates have shown some relaxation with the promise of a further increase of ease. The demand has not kept pace with the available offerings. The closing figures were 6@7 per cent, in a temporary form. On Wednesday afternoon, lenders seemed quite eager to place their balances at the ruling quotations. One prominent Government house had round sums advanced at as low a price as 5 per cent.; but this was altogether an exception figure. The contraction bug-bear is at an end for the present. Less than a million in legal tender notes was withdrawn from circulation in November; and the bulk of this consisted of mutilated and worn out bills. On Saturday, a resolution was adopted by the National House of Rep-

resentatives, authorizing the stoppage of contraction for the present. This resolution harmonized with the expressive determination of Secretary McCulloch, who had theretofore concluded to make no further withdrawals of greenbacks, for some time to come. It is now believed that the new 3 per cent. legal tender certificates, (of which \$12,855,000 had been issued up to Dec. 1,) available, the same as common greenbacks, to the banking movement of the country, will be substituted for the whole of the Compound Interest notes falling due between December, 1867, and on to September, 1868. The aggregate greenback circulation on the 1st inst., was \$356,272,473. The outstanding Compound Notes amounted to \$62,249,360. The discount market shows less stringency, and prime to good paper is in more request at from 7@9 per cent. per annum. No further failures of moment have been noted in the mercantile line. The cash balances in the National Treasury on the 1st inst., reached \$138,176,820, including \$100,690,646 in coin, and \$37,486,175 in currency. On the 1st of November, the coin in the Treasury amounted to \$111,540,317, and the currency to \$22,458,081—making an aggregate cash reserve of \$133,998,398. The U. S. Sub-Treasury in this city reduced its balances last week, some two and a half millions. Half a million of greenbacks were added to the reserve of the city banks, during the week. A loss of three-fourths of a million of specie and deposits, respectively, was reported by the banks, for the week.

The specie reserve of the city banks is now \$15,805,254, against \$14,582,050 same time last year. The city bank deposits are now \$174,926,355, against \$203,676,822 week ending Dec. 7, 1866. The legal tender reserve amounts to \$52,595,450, against \$60,946,857 same time last year. The circulation now stands at \$34,092,202, against \$31,794,653 same time last year. The loans are now \$247,450,084, against \$260,020,027 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$78,826,153 a day, against a daily average of \$86,548,452 the preceding week, and \$96,667,084 the week ending with Nov. 23. The current week's exchanges average about \$71,908,000 a day. The city banks, last week, gained \$497,318 of legal tender, while they lost \$767,686 of specie, and \$759,878 of deposits. They reduced their loans, \$365,425; and their circulation, \$11,410.

The Philadelphia Bank movement the past week shows a decrease in loans, of \$242,213; a decrease of \$12,030 in specie; a decrease in legal tenders of \$140,616; an increase of \$169,691 in deposits; and a decrease of \$515 in circulation. The Bank Clearings show an increase of \$9,195,277, and the balances, an increase of \$1,350,758.

National Bank notes to the amount of \$321,700 were issued last week, making the total issue to 1,673 banks thus far, \$305,037,691, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$5,814,585, leaving, with the existing 1,639 banks, (having an aggregate capital of \$424,394,861,) an actual circulation at this date, of \$299,723,146. The United States bonds held by Treasurer Spinner in trust for National Banks as

security for circulating notes amount to \$340,982,760; and for the public deposits, \$38,018,950—making a total of \$379,001,700. The Treasury Department last week redeemed and destroyed \$459,000 of worn and mutilated fractional currency, and issued \$505,500 of new.

The U. S. Sub-Treasury receipts, week ending with Dec. 7, were \$28,446,644, including \$1,513,528 from customs duties; payments, \$36,029,049, including \$831,000 of coin interest; balance at the close of the week, \$107,055,983, against \$104,028,488, at the close of the preceding week, showing a decrease of \$2,427,495. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$2,944,908 including \$229,809 from customs; and payments, \$2,714,824; on Tuesday, receipts, \$1,093,074 including \$180,001 from customs, and payments, \$2,019,168. The balance at the close of business on Tuesday stood at \$108,932,475, against \$105,493,092 a week previous; and \$107,995,960 on Dec. 1.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to the close of November, was \$232,690,800; aggregate redemptions, \$201,927,000; leaving outstanding certificates to the amount of \$30,763,800.

Government revenues have been more liberal, since our last, in the excise form, but have been quite light in the customs line. The excises, last week, yielded \$6,672,856, against \$3,045,000, the preceding week; customs at the port of New York \$1,513,528, and at the outports, about \$500,000 (in coin) more, making the grand total income for the week equal about \$9,442,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been \$91,763,617.

Government received \$6,767,381 from customs, through the port of San Francisco, from Jan. 1, to Nov. 4, 1867.

A decided break has occurred in Gold, since our last, under a strong pressure to realize, largely on short account, in view of the harmony between Congress and Secretary McCulloch, and of the unusually heavy impending coin disbursements from the National Treasury, which, by the opening of the new year, will reach nearly thirty-one million dollars, as follows:

Principal of the loan of 1847-'67	\$6,670,000
Three per cent. interest thereon	190,100
Three per cent. on \$8,200,942, 6s of '68	246,030
Three per cent. on \$282,731,550, 6s of 1881	8,481,946
Three per cent. on \$489,761,000 Consolidated 5-20s 1865-'67	14,692,830
Two and a half per cent. on \$27,022,000 6s of 1871-'74	675,550

There has been very great reluctance to purchase, on speculative account. Indeed most of the bulls of the street have become bears, and under their manipulations, a further material decline is looked for. The sales of the week have been made all the way down from 137½ to 134½, a fall of over three per cent. The Government is not now a seller of gold. The speculation is sinking, from its own intrinsic heaviness. The customs demand has been quite light. The export inquiry has been rather more active, superinduced

by the recent rise in foreign exchange. On Wednesday, the specie exports amounted to \$608,080. The latest quotation was 134½. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been \$3,032,610, against \$9,421,903 same time last year. The customs demand for Gold last week, averaged \$252,254 a day; thus far, this week, it has been equal to \$204,655 a day, or equal to a weekly aggregate of \$1,227,930. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$4,387, and from California, \$671,447. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$118,105,400, against \$125,963,017 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$26,485,800, against \$39,431,392 same time last year, showing a decrease this year, of \$12,945,592. The exports of specie from this port, last week, were \$327,575. The total outflow of specie from the port, since Jan. 1, 1867, has been \$45,388,574, against \$59,149,044 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$831,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$61,263,595, against \$47,513,371 for the preceding calendar year. The specie exports from San Francisco, from Jan. 1, to Nov. 7, reached \$35,090,814, against \$39,370,856 same time last year, showing a decrease, in 1867, of \$4,280,042.

Foreign Exchange was advanced in price early in the week, but transactions were on a restricted scale, and the market closed tamely, with a tendency rather favorable to purchasers. Bankers' 60 day bills on London closed at 109¾@109¾, and on Paris to 5.16¼@5.15; sight bills on London to 109¾@110¼ and on Paris to 5.13¼@5.12½. The offerings of produce bills have been rather more liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,628,013, making the total value of exports since Jan. 1, 1867, \$180,194,751, against \$179,678,834 same time in the preceding year.

Government securities have been rather variable in price, during the week, but the closing figures show no very marked changes. Trade has been comparatively light. Some foreign houses have been sellers of bonds to arrive, but these offerings have been promptly taken at the going rates. Toward the close, the investment demand improved, and rather more strength was noted in the market, particularly for the six per cent. coin bearing bonds. The last public debt statement shows the following changes for the month of November: Increase in ten-forties, \$6,707,500; increase in five-twenties, \$56,514,250; decrease of seven-thirties, \$49,020,600; decrease of compound notes over due, \$2,250,250; decrease of temporary loan, over-due, \$1,287,475; decrease of United States notes, \$952,371; increase in gold certificates, \$3,887,200; decrease of coin on hand, \$10,849,672; increase in currency on hand, \$15,028,695; total debt, \$9,701,301. U. S. sixes of 1861 closed here on Wednesday at 112¾@112¼; U. S. Five-twenties of 1862, 107¾@107½; U. S. Five-

twenties of 1864 at 104¼@104½; U. S. Five-twenties of 1865 at 105¼@105½; U. S. Five-twenties of 1865, consolidated, 107½@107¾; U. S. Five-twenties of 1867, 107¾@107½; U. S. Ten-forties at 101½@101¼, and U. S. Seven-thirties at 104¾@105. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

December, 1864.....119¼	September, 1865.....115¾
May, 1865.....117½	October, 1865.....115½
August, 1865.....116¼	

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 20.	Dec. 4.	Dec. 10.
Consols.....	94½	*98	92½
U. S. 5-20's of 1862.....	70½	71½	71½
Erie.....	46¾	47¾	47¾
Ill. Central.....	85¼	89¾	89

* Ex-dividend.

Railway and miscellaneous stocks have been in more active speculative demand and have been buoyant in price, particularly since Monday. The suspension of contraction seems to give increased confidence to the operators for a rise.

On Wednesday, a broker received and executed an order to sell short, 3,000 shares of Pacific Mail Stock. The order purported to have been from a responsible source, but it proved to have been a forgery. A committee of the Regular Board was appointed to investigate the matter. A reward for the detection of the forger was in contemplation.

General business has been decidedly dull, since our last. Breadstuffs closed in favor of buyers. Provisions left off firmly. Cotton fell to 15¼ for middling upland grades, and closed very heavily. The stock of cotton now here is estimated at about 48,500 bales. The receipts at the port this week, have averaged about 5,200 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 514,200 bales, against 485,000 bales same time last year; exports, same time, 230,000 bales, against 181,000 bales same time last year; stock on hand at latest dates, 217,200 bales, against 384,100 bales same date last year. Foreign merchandise has been in slack demand, generally, and depressed in price. The severe fall in Gold has exercised an adverse influence on values, in the line of imported goods. The total imports of foreign dry goods, last week, were \$471,886, and the total amount marketed \$651,315. The value of foreign merchandise imported last week, was \$1,715,286—making the grand total specie value of last week's imports of dry goods and merchandise, \$2,187,172, and since Jan. 1, 1867, \$226,265,919, against \$269,053,587 same time in the preceding fiscal year. The ocean freight market has been dull, heavy, and lower, since our last, with 423 vessels of all classes in port. For Liverpool we quote flour at 2s. 6d.@2s. 9d. per bbl.; grain at 5½d.@6¼d. per bushel; cotton at ¼d.@½d. per lb.; and heavy goods at 22s. 6d.@37s. 6d. per ton, all by sailing vessel.

The New York exports, exclusive of specie, for the week ending Dec. 10, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week	\$3,101,416	\$4,628,018
Prev. reported	175,883,922	175,050,821

Since January 1.....\$178,485,338 \$179,678,834

The balance in the Sub-Treasury on Wednesday was \$103,890,363 71.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Buffalo, New York and Erie 1st mort., 90¼; Chicago and Northwestern Equipment 7s, 75; Long Dock bonds, 96; Toledo and Wabash Equipment bonds, 66; Indianapolis and Cincinnati, 64; Cleveland, Painesville and Ashtabula, 102¼; New Jersey R. R., 134; New Jersey Central R. R., 118; Lehigh Valley, 101; Georgia 7s, 83¾; Ohio 6s, 1870, 100; do., 1881, 103; Illinois War Loan, 101¼; Boston Water Power Co., 17¾; Adams' Express, 78½; Am. Exp. Co., 76½; U. S. Express, 78½; Merchants' Union Exp., 38¼; Wells-Fargo Express, 54¾; American Coal, 48; Western Union Telegraph, 33½; do., 7s, 79; Manhattan Gas, 164; Bank of Commerce, 117½; Ninth National Bank, 104¼; Tradesman Bank, 138; Seventh Ward Bank, 110; Bank of Republic, 110½; Shoe and Leather Bank, 110½; Park Bank, 144; Central National Bank, 104; Fourth National Bank, 107½; Mechanics Banking Ass., 108; Importers' and Traders' Bank, 118½; Gallatin National Bank, 110; Am. Ex. Bank, 163; American Flag, 60; Benton Gold, 0.35; Consol. Gregory Gold, 5.65; Combination Silver, 55.00; Columbian G. & S., 0.06; Corydon, 0.41; Davidson Copper, 0.70; Edgehill Mining, 3.45; Hamilton G. & S., 0.90; Midas Silver, 52; New York and Eldorado, 1.45; New York Gold, 0.80; Quartz Hill Gold, 1.15; Rocky Mt., 0.23; Smith and Parmalee, 3.10; Sensitivefer, 6.50; Wallkill Lead, 0.53; Buchanan Farm, oil, 0.37; Pit Hole Creek, 0.90; Bennehoff Run, 2.05; United States petroleum, 2.00.

Philadelphia.—Warren and Franklin 7s, 77¾; Harrisburg and Lancaster 6s, 90; West Jersey R. R. 6s, 88; Sunbury and Erie 7s, 98; Burlington County R. R. 6s, 86; Philad., Wil. and Balt. R.R., 64; Schuylkill Nav. 7s Boat Loan, 70; Green and Coates streets R. R., 7s, 87; 10th and 11th streets R. R., 66; New Jersey 6s, 102½; Pittsburg 7s, 1869, 90; Big Mt. Coal, 3¾; Hazleton Coal, 45; New York and Middle Coal Fields, 2.69; Shamokin Coal, 2½; Clinton Coal, ¼; Ocean Oil, 3.81; Philadelphia Bank, 150; Mechanics' Bank, 30; City Bank, 71; Girard Bank, 55. The latest quotations are: City 6s, 95@95½; do., free of tax, 98@99½; State 5s, reg., 96¾@96½; do., coupon, 94@95; do., 6s, W. L., 102½@103; Reading, 47½@47¾; do., 6s, 1870, 95@96; do., bonds, 91½@92½; Camden and Amboy, 125¾@126; do., 6s, 1889, 92¾@93; do., 1883, 87@87½; Penn. R. R., 49¾@50; do., 1st mort., 100@100; do., 2d mort., 98½@94; Little Schuylkill R. R., 25@26; Morris Canal, 30@35; do., pref., 87@89; do., bonds, 83@94; Wyoming Valley Canal, 36@37¼; do., 6s, 75@80; Susquehanna Canal, 12@13; do., 6s, 59½@60; Sch. Nav., 13@15; do., pref., 22½@23½; do., 6s, 1882, 71½@71¾; Union Canal bonds, 16@

20; Delaware Div. Canal, 48@50; do., bonds, 80@92; Elmira and Williamsport, 30@30; do., pref., 40@45; do., 7s, 1873, 92½@93½; do., 5s, 60@62; Lehigh Coal and Navigation, 30¼@30½; do., bonds, 1884, 84@85; North Pennsylvania, 32¾@33½; do., 6s, 87@89; Philadelphia and Erie, 27¾@27½; do., 6s, 90½@91; Minehill, 67@57¼; Catawissa, 8@13; do., pref., 23½@23½; Lehigh Valley, 50¼@51; do., bonds, 91½@91½; Fifth and Sixth streets, (horse), 40@40; Second and Third, 74@76; West Philadelphia, 64¾@68; Spruce and Pine, 26@27; Green and Coates, 30@30½; Chestnut and Walnut, 44½@45; Thirteenth and Fifteenth, 18½@19½; Girard College, 27@28½; Tenth and Eleventh, 63@67; Union, 37@38; Hestonville, 10½@11.

Boston.—Vermont Central and Vermont and Canada 8s, 1877, 100½; Ogdensburg 1st mort. bonds, 99; Stanstead, Shefford and Chambly 7s, 65; Rutland and Burlington 1st mort., 136; do., 2d mort., 40; Philadelphia, Wil. and Balt. 6s, 1876, 95; Eastern R. R. 6s, 1874, 96; do., 1885, 93¾; Vermont Central 1st mort. consolidated, 61½; Boston, Hartford and Erie 7s, 56½; Rutland R. R., 20; do., pref., 78; Connecticut and Pass. Rivers R. R., 80¾; Vermont Central, old, 1; Indianapolis and Cincinnati R. R., 32½; Nashua and Lowell R. R., 129; Ogdensburg and Lake Champlain pref., 99½; Boston and Maine Rights, 25½; Boston Water Power Co., 17½; Cary Land Co., 7½; Ophir (N. S.) Gold, 1.60; Massachusetts 5s, 1894, gold, 104; do., 1883, gold, 103; Maine 6s, 1883, 98¾; Portland 6s, 1877, 94¾; do., 1887, 92; Hallowell 6s, 1870, 94¾; Chicago 7s, 1882, W. L., 92½; do., 1896, municipal, 91¾; Bath 6s, 1887, 90¼; St. Louis 6s, 1876, Imp., 84; Boston 5s, 1868, gold, 133¼; do., 1876, 105; do., 6s, 1877, currency, 101¼; Brooklyn 6s, 1881, 94; Albany 6s, 1879, 94½; Augusta 6s, 1870, 95¼; Bangor 6s, 1874, 92¼; Howard National Bank, 104½; Merchants National Bank, 112; Eliot National Bank, 107½; Everett National Bank, 103½; Blackstone National Bank, 126¼; Exchange National Bank, 142½; Hide and Leather National Bank, 143½; National Bank of Commerce, 117¼; Globe National Bank, 121½; State National Bank, 104½; Atlas National Bank, 112; Freeman's National Bank, 120; Columbian National Bank, 116¼; Old Boston National Bank, 68¼; Suffolk National Bank, 114½; Tremont National Bank, 119; City National Bank, 105¼; New England National Bank, 123¾; National Bank of Republic, 130; Concord Mining Co., 3¼; Hancock, 13¼.

Baltimore.—Virginia old, reg., 38½; Western Maryland bonds, 71; Marietta and Cincinnati 1st mort., 84¾; do., 2d mort., 56; N. W. Va. 1st mort., 92; Central Ohio R. R., 31; Canton Co., 45½; Citizens' Bank, 14¾; Third National Bank, 99¾; Union Bank, 58; Mechanics' Bank, 9½; Franklin Bank, 13¾. The latest quotations are: Balt. and Ohio, 121@123½; do., 6s, 1875, 98½@99½; do., 1880, 98½@99; do., 1885, 97½@97¾; Northern Central, 42½@42¾; do., bonds, 1885, 86@86½; do., 1900, 81@82½; N. W. Va., 17@17½; do., 1st mort., 92@93; do., 2d mort., 91½@91½; do., 3d mort., 1873, 91@92; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 84¾@85; do., 2d mort., 56@56½; Central Ohio, 31@31; do., 1st mort., 82@85; Western Md. 6s, 1890, 71@71; do., guar., 84¾@85;

Maryland 6s, coupon, 1870, 100¼@101; do., Ins., 100¼@101¼; do., 1890, 100@100¾; Baltimore 6s, 1870, 98@99; do., 1873, 98@—; do., 1875, 96½@96¾; do., 1886, 98@98¼; do., 1890, 98¾@99½; do., coupon, —@97; do., Park, 97@99; do., 1893, 93½@94; do., 5s, 1888-70, 80@83; City Passenger R.R., 19½@20; Canton Co., 45½@46½; Gardner, 1.00@1.20; Am. Gas Coal, 0.15@0.17; Maryland Anthracite Coal, 2@4¼; George's Creek, 59@60; Santa Clara, 3@5; Balt. Chrome, —@0.35; Bare Hill, 0.30@0.40; Atlantic Coal, 0.70@0.90; Mineral Hill, 0.15@0.25; Baltimore Coal, 140@155.

Central Pacific Railroad.

If the two powerful Companies—the CENTRAL PACIFIC and UNION PACIFIC—who are building the great Pacific Railroad make the same energetic progress for two years more, that they have during the past two, we shall witness the completion of the through line across the continent some time in 1870. The unfinished gap between them at the close of this year will be about 1,080 miles, and as the latter company have now reached their mountain section, the great advance of 250 miles next year will be on the part of the Central Pacific Company, who are just emerging from their heavy excavations and tunnelling in the Sierra Nevada Range.

It appears by the published returns that the earnings on the Central Pacific end of the road are already, in the infancy of the enterprise, so large and so profitable as to excite astonishment. The prospect is that a double track will be necessary soon after the line is completed, and the day is not far distant when the road must become the foremost in importance on the continent.

By the fostering aid of the Government and further subsidies from the State of California, the Central Pacific Railroad Company have been enabled, by their abundant resources, to push forward the great work with surprising energy; and at the same time, the revenues from the natural business of the road have been far more than sufficient to meet the expenses and the annual interest engagements. They are offering their First Mortgage six per cent. gold Bonds for sale through our leading bankers, as will be seen by their advertisement elsewhere in this paper. Persons desiring safe, permanent investment, will do well to look into their merits.

Missouri Bonds.

The Secretary of the Interior has surrendered to the agent of the State of Missouri \$63,000 of Missouri State bonds and interest coupons, amounting to \$15,000. This was due about the beginning of the war, and the State failing to pay, the Government settled it, having guaranteed it. The Interior Department claimed interest upon this interest, but the Treasury Department decided that Missouri could not justly be called upon to pay interest to the Government, after the State began to advance money for war expenses. This decision saved the State five years' interest, amounting to \$60,000.

The Canadian News says that the railways in the maritime provinces have, by order in Council, been assigned to the charge of the Department of Public Works. The traffic on the New Brunswick line has increased so much that the present rolling stock is quite insufficient and a number of new freight cars have been ordered. A general survey of the whole work has been made for the Government.

Railroad Earnings.--Weekly.

The earnings of the Chicago and Rock Island Railroad for the first week in December, 1867, were.....\$93,900 00
Corresponding week of previous year... 62,096 00

Increase\$31,804 00

The earnings of the Chicago and Northwestern Railroad for 1st week in Dec., 1867...\$248,867 16
Corresponding week previous year... 173,182 50

Increase\$75,734 66

The earnings of the Detroit and Milwaukee Railroad for the week ending December 5, 1867, were.....\$30,074 00
Corresponding week of 1866..... 29,818 00

Increase\$256 00

The earnings of the Michigan Southern and Northern Indiana Road for the 1st week in Dec., 1867, were.....\$84,231 00
Corresponding week of 1866..... 79,958 00

Increase\$4,273 00

The earnings of the Atlantic and Great Western Railway for the fourth week in Nov., 1867, were.....\$102,123 00
Corresponding week previous year... 108,585 00

Decrease\$6,462 00

The earnings of the Marietta and Cincinnati Railroad the 4th week in Nov., 1867...\$39,453 00
Corresponding week previous year... 37,968 00

Increase\$1,485 00

The earnings of the Western Union Railroad for the fourth week in Nov., 1867...\$19,027 71
Corresponding week previous year... 18,843 89

Increase\$183 82

The earnings of the Toledo, Wabash and Western Railroad for the 1st week of Dec., 1867, were.....\$80,519 80
Same week in 1866..... 88,297 70

Decrease.....\$7,777 90

The earnings of the Chicago and Alton Railroad for the first week in December, 1867, were.....\$79,573 10
Corresponding period previous year... 63,813 01

Increase.....\$15,755 09

Bridge over the Ohio at Louisville.

The bridge, which it is claimed will compare favorably with the superb structure across the same river at Cincinnati, is to be constructed with but one swinging span, or draw, which is over the Louisville and Portland canal. The total length of the superstructure will be 5,220 feet, and of graded approaches 2,500 feet, making total length of the bridge from the points where the ascent is commenced, 7,720 feet. The total length of the connection between the Jefferson Railroad and Louisville and Nashville Railroad, including the bridge, will be three and a half miles. Estimated cost, \$1,500,000.

By the recent completion of the Lehigh and Susquehanna Railroad, from the Wyoming Valley to Northumberland, there is complete connection of Baltimore, by rail, with the coal fields of Wyoming Valley.

The Richmond and Petersburg Railroad Company have inaugurated measures looking to the union of all the four lines of railway between Aquia Creek and Weldon into one grand line, to be under the control of one company, one President, Directors, &c.

Illinois Central Railroad.

The statement of this Company for the month ending November 30, 1867, is as follows:

LAND DEPARTMENT.

Acres Construction Lands
Sold.....16,362.85 for \$161,844 33
Acres Int. Fund Lands
sold.....920.00 for 11,721 80
Acres Free Lands sold.. 8,221.00 for 103,126 62

Total sales during month of November, 1867...25,503.85 for \$276,692 75
To which add Town Lot Sales.....1,320 00

Total of all.....25,503.85 for \$278,012 75
Cash collected in November.....\$339,021 12

TRAFFIC DEPARTMENT.

Receipts from Freight.....\$435,657 00
do. Passengers.....143,144 71
do. Mails.....6,358 33
do. Rent of Road.....4,000 00
do. Other Sources.....90,000 00

Total Receipts in November, 1867...\$679,160 04
Total Receipts in November, 1866...\$570,484 61

Commerce of New York.

The foreign imports at New York for the month of November, are officially stated as follows:

1866. 1867.
Entered for consumpt'n...\$10,688,544 \$8,193,013
Do. for warehousing.... 8,345,859 6,414,609
Free goods.....873,514 1,082,066
Specie and bullion.....802,937 181,319

Total entered at port...\$20,710,854 \$15,871,007
Withdrawn fr. wareh'g... 8,186,725 6,378,248

The foreign imports at New York for eleven months from January 1st, were:

1866. 1867.
Entered for consumpt'n...\$155,353,565 \$121,124,673
Do. for warehousing... 110,127,920 104,825,824
Free goods.....12,053,589 10,279,075
Specie and bullion.... 9,225,936 3,043,323

Total entered at port...\$286,761,010 \$239,272,895
Withdrawn fr. wareh'g... 95,676,446 101,573,817

The duties received at New York from Jan. 1st, have been as follows:

1866. 1867.
1st quarter.....\$35,618,902 52 \$32,916,085 09
2d quarter..... 31,929,287 26 26,438,603 81
3d quarter..... 36,105,092 08 33,840,898 17
1st October..... 11,002,048 08 8,682,869 05
In November..... 7,716,883 67 6,931,212 90

11 months.....\$122,372,231 61 108,809,689 02

The exports from New York to foreign ports in the month of November, were:

1866. 1867.
Domestic produce....\$13,651,464 \$20,056,540
Foreign free goods.... 268,600 8,515
Do. dutiable.....64,001 610,460
Specie and bullion.... 3,766,690 1,733,261

Total exports.....\$17,750,755 \$22,408,776
Do. exclusive of specie. 13,984,065 20,675,515

The exports from New York to foreign ports for eleven months from January 1, were:

1866. 1867.
Domestic produce....\$169,338,354 \$164,768,232
Foreign free goods.... 662,218 353,961
Do. dutiable.....4,415,445 7,609,846
Specie and bullion.... 59,256,430 44,947,400

Total exports.....\$234,172,447 \$217,679,439
Do. exclusive of specie 174,916,017 172,732,039

At a meeting of the stockholders of the Virginia Central Railroad Co., in Richmond on the 29th ult., Col. E. Fontaine was re-elected President by acclamation.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

1866. 1867.
Manufactures of wool....\$1,268,329 \$577,100
" cotton... 955,955 429,769
" silk.....637,585 1,000,144
" flax.....794,909 434,508
Miscellaneous dry goods.. 527,761 461,603

Total entered for consump...\$3,788,559 \$2,908,081

WITHDRAWN FROM WAREHOUSE.

1866. 1867.
Manufactures of wool....\$793,884 \$579,540
" cotton... 214,851 158,151
" silk.....452,607 256,408
" flax.....391,352 888,178
Miscellaneous dry goods.. 93,672 133,200

Total withdrawn from warehouse.....\$1,945,666 \$1,515,486
Add entered for consump. 3,788,539 2,908,081

Tot. thrown on the market...\$5,734,205 \$4,418,566

ENTERED FOR WAREHOUSING.

1866. 1867.
Manufactures of wool....\$1,205,661 \$549,902
" cotton... 447,210 159,890
" silk.....655,221 272,181
" flax.....985,066 428,388
Miscellaneous dry goods.. 177,539 83,598

Total entered for wareh'g...\$3,470,697 \$1,494,317
Total entered for consump. 3,788,539 2,908,081

Total entered at the port...\$7,259,236 \$4,397,396

The imports of foreign dry goods at New York for eleven months from January 1st, were:

ENTERED FOR CONSUMPTION.

1866. 1867.
Manufactures of wool....\$30,020,588 \$16,083,250
" cotton... 14,067,285 9,985,338
" silk.....15,988,324 12,530,412
" flax.....12,227,239 7,779,690
Miscellaneous dry goods. 7,212,578 5,691,156

Tot. entered for consump...\$79,516,014 \$52,069,966

WITHDRAWN FROM WAREHOUSE.

1866. 1867.
Manufactures of wool....\$16,303,644 \$16,330,111
" cotton... 5,594,897 6,096,990
" silk.....7,298,861 6,643,851
" flax.....4,991,555 6,242,515
Miscellaneous dry goods. 1,174,714 1,544,380

Total withdrawn from warehouse.....\$35,363,671 \$36,857,900
Add entered for consump. 79,516,014 52,069,966

Total thrown on the market...\$114,879,685 \$88,926,966

ENTERED FOR WAREHOUSING.

1866. 1867.
Manufactures of wool....\$18,628,967 \$14,655,780
" cotton... 5,830,758 5,260,648
" silk.....7,940,323 5,130,588
" flax.....6,816,520 4,594,000
Miscellaneous dry goods. 1,500,542 1,460,330

Total entered warehouse...\$40,717,110 \$31,101,930
Add entered for consump. 79,516,014 52,069,966

Total entered at the port...\$120,233,124 \$83,171,930

The Lehigh and Susquehanna Railroad was finished between Bethlehem and Mauch Chunk on the 25th ult., and a large train of coal and lumber cars passed safely over the road and was delivered to the North Pennsylvania Railroad on the same day. The road is expected to be opened through to Easton during the present month.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to 30th Nov., inclusive, during the years 1866 and 1867, was as follows:

	Flour, bbls.	Wheat, bu.	Corn, bu.	Barley, bu.
1866..	399,900	5,821,700	24,436,100	6,004,800
1867..	394,800	8,853,400	15,369,500	3,560,700

Dec.. 5,100 *3,081,700 9,126,600 2,444,100
* Increase.

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows an increase of 601,240 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of Nov., in the years indicated:

	1865.	1866.	1867.
Canal opened—	May 1.	May 1.	May 6.
Flour, bbls.	863,800	399,900	394,800
Wheat, bushels..	9,404,500	5,821,700	8,853,400
Corn, bushels...	17,313,100	24,496,100	15,369,500
Barley, bushels.	4,000,900	6,004,800	3,560,700
Oats, bushels...	9,787,300	9,581,600	8,331,800
Rye, bushels...	1,081,400	1,807,800	862,900
Malt, bushels...	491,500	389,000	272,100
Beef, bbls.	9,864	1,800	1,480
Pork, bbls.	15,109	43	899
Bacon, lbs.	1,273,100	.....	34,400
Butter, lbs.	1,099,600	1,180,200	662,800
Lard, lbs.	1,996,000	108,400	1,235,300
Cheese, lbs.	15,100,200	9,807,000	6,790,800
Wool, lbs.	617,000	495,400	352,600

Journal of Railroad Law.

LIABILITY FOR NEGLIGENCE TO A PASSENGER WHO, WITHOUT FRAUD, DID NOT PAY FARE.

In the case of *Austin vs. Great Western Railway Co.*, which has just been decided in the English Court of the Queen's Bench, it appeared that the plaintiff was a child three years and two months old. The plaintiff's mother, Elizabeth Austin, carrying the plaintiff in her arms, took a ticket for herself, but not for the plaintiff, on a journey from Crumlin to Merthyr by what is called a "parliamentary train," on the defendants' railway. In the course of the journey an accident happened to the train, and the plaintiff's leg was broken. At the time the plaintiff's mother took her ticket no question was asked her by the defendants' servants as to the age of the child, nor was she told by the defendants' servants that she ought to take a ticket for the plaintiff at half the price charged an adult person. The defendants admitted that the accident was caused through the negligence of their servants, but contended that they were not liable for the consequences of the negligence, because the plaintiff's mother who had charge of him, had taken no ticket for him.

It was argued by the company that the defendants were entitled to receive payment for the plaintiff as a passenger, under the statute. It is true the plaintiff is a child of tender years, but there is a complete identity between him and his mother, and the concealment practiced by her affects the claim of the plaintiff. 8 Ex. 30 21 L. J. Ex. 286.

This case is analogous to the cases of concealment of a passenger as to the character of his luggage. If a carrier accept luggage to be carried with a passenger, and it turn out to be merchandise and is lost, the carrier is not liable for the loss 30 L. J. (C. P.) 289; 10 C. B. (N. S.) 154.

COCKBURN, C. J.—I think there should be no rule in this case. The contract is to carry safely

both the mother and the plaintiff. If that contract has been entered into under some misrepresentation on the part of the mother, she may be liable for the fare which she ought to have paid for the plaintiff, or for any penalty to which she may be subject by any enactment or by law made under statutory powers. Her default does not alter the position of the company. The contract being to carry mother and child, through the negligence of the company the plaintiff was injured. I think the verdict right, and that therefore there should be no rule.

BLACKBURN, J.—I am also of opinion there should be no rule. I think that what was said in the case of *Marshall vs. Newcastle and Berwick Railway Co.* 21 L. J. (C. P.) 130; 11 C. B. 655, was quite correct. It was there laid down that the right which a passenger by railway has to be carried safely, does not depend on his having made a contract, but that the fact of his being a passenger casts a duty on the company to carry him safely.

If there has been a fraud on the part of the plaintiff, or if the plaintiff had been taken into the train without the defendants' authority, no such duty would arise. Whether the mother's fraud could be treated as the fraud of the child so as to bring the present case within the principle of the cases which have been referred to, we need not now inquire. The averment of fraud which may be thought to make the plea valid is disproved. We must take it that the child, without fault and through an honest mistake on the mother's part, was taken into the train by the railway company and received as a passenger by their servants with their authority. Under those circumstances, does or does not the law require those who were carrying the child to take a reasonable care that he should come to no damage? It certainly seems to me that a duty to carry safely arises under those circumstances. If there had been fraud on the part of the mother, it may be that she could not recover for an injury to herself; but in this case, the plaintiff being under three years of age, and therefore being incapable of fraud, and there being only a mistake on the part of the mother, I cannot but think that a duty was cast on the railway company to take reasonable care; and consequently I am of opinion that the verdict ought not to be disturbed.

SHEE, J.—It seems to me that there was one entire contract to carry both the mother and child. It would not have made the least difference in my mind if the mother had taken two tickets, there would have been only one contract to carry mother and child. The plaintiff could not comply with the regulations of the company; he could not show his ticket, or do any thing which a passenger is required to do.

The contract, therefore was necessarily a contract with the woman for herself and her child, and was an entire contract; the company to a certain extent has had the benefit of it by receiving a part of the fare to which they were entitled, and they would be entitled to bring an action against the mother if a fraud had been committed by her. I think they were under a responsibility to perform their contract, and they having undertaken to carry the mother and the child, the verdict was right and ought not to be disturbed.

LUSH, J.—I am of the same opinion. I prefer

to rest my judgment on the ground of contract. I think there was a contract to carry the mother and the child, and that contract operated in favor of each party. The only question is, whether the facts averred in the plea and found by the jury, negative the existence of any such contract as I have mentioned. I think they show that there was an undertaking to carry the plaintiff. If the company entered into it under a mistake as to the age of the child that does not make it the less a contract; we must hold that they did enter into a contract as carriers to carry the plaintiff safely which they have failed to perform.

Finances of Kentucky.

We learn from the Message of the Governor, that the public debt of the Commonwealth on the 10th of October, 1867, was \$4,611,199 46.

This sum includes the School Fund, which amounts to \$1,633,297 46.

Deducting this sum from the State debt proper, and the total indebtedness of the Commonwealth subject to payment, as of the 10th of October, 1867, is \$3,978,902.

There was in the Treasury of the State, to the credit of the Sinking Fund, on the 10th of October, 1867, \$1,519,788 34.

In addition to the sum last enumerated, there is due to the Sinking Fund, by the Treasury Department of the Commonwealth, for money borrowed, \$381,239 56; which, added to the amount in the Treasury, makes the total to the credit of the Sinking Fund on the 10th of October, 1867, \$1,901,022 90.

Were this amount of cash on hand applied to the extinguishment of the State debt, the total indebtedness of the Commonwealth, exclusive of School Fund, would on the 10th of October, 1867, amount to \$1,677,877 10.

This indebtedness of the Commonwealth is represented by State bonds of different maturities, bearing interest at the rate of 5 per cent. and 6 per cent. per annum.

This amount includes \$544,000 of the military bonds of the State, issued during the war, and maturing respectively in fifteen and twenty years, and designated as the remnant of the war debt.

The remaining portion of these bonds were executed many years ago, to enable the State to carry on an extensive system of internal improvement.

If all the stocks of the State were worth par, the resources of the sinking fund, independent of the \$1,901,022 90 in cash shown to its credit on 10th October, 1867, would amount to \$6,103,294 99. Add cash \$1,901,022 90, and the total resources of the sinking fund on the 10th of October, 1867, amounts to \$8,004,317 89.

Were the entire indebtedness of the Commonwealth liquidated, there would still remain to the credit of the sinking fund, \$7,926,438 28.

There was due from the United States to the Commonwealth of Kentucky, on the 1st of January, 1867

1867 \$1,881,706 88

Amount received of the United States since 1st of January, 1867. 899,224 17

Leaving \$1,482,482 71

Add amount paid off by State since 1st of January, 1867, and for which United States is indebted.. 86,455 11

Balance due State 10th of October, 1867 \$1,468,387 82

Raritan and Delaware Bay Railroad.

The controversy between the Camden and Amboy Railroad Company and the Raritan and Delaware Bay Railroad Company has been finally decided by the Court of Errors and Appeals. Chancellor Green had decreed that the defendants must be enjoined from carrying on a through business between New York and Philadelphia until the 1st day of January, 1869. The Court of Errors and Appeals, on a revision of the whole case, have decided that the defendants had no right whatever to divert the route of their railroad so as to reach Philadelphia instead of Cape May, the destination prescribed by their charter, and that the Camden and Atlantic Railroad Company had no right to aid them in so doing, by prostituting its franchises, which were granted to it for an entirely different purpose. The Court further held, that as this invasion of the franchise of the Camden and Amboy Railroad Company was entirely unauthorized and unlawful, the complainants were, perhaps, entitled to have the unlawful structure taken up; but if the defendants should desist from further attempts to interfere with the business of the complainants, it might not be necessary to enforce so severe a remedy, if justice could be done without it. A milder course should be pursued, in view of the improvements which have sprung up on the line of these roads. The Court, however, held that the Camden and Amboy Railroad Company are entitled to a perpetual injunction against the defendants interfering with their business, irrespective of the monopoly contract; and if the defendants hereafter, either before 1869 or afterward, should attempt to continue such interference, the Court of Chancery ought to cause the road to be abated and to be taken up from the point where the Raritan and Delaware Bay Road first deviates toward Philadelphia to Jackson, the point where it connects with the Camden and Atlantic Railroad; or so much of it as would effectually sever the connection between the two roads.

The *Valley Virginian*, speaking of the prospects of the Chesapeake and Ohio Railroad, says it has the assurance that a company of contractors in Ohio, representing a large amount of wealth, are willing to take the county bonds at par and build the road. This, it says, "settles the question of finance at once, and gives an assurance that our exertions will be crowned with success."

Alleghany County, Va., has voted, 259 to 148 in favor of a subscription of \$50,000 to the Chesapeake and Ohio Railroad.

The Commissioners of West Virginia have signed the agreement relative to the construction of the Chesapeake and Ohio Railroad.

MILLIKEN & BOLLER,
 40 EXCHANGE PLACE, N. Y.,

Sole Agents of the

PHOENIX IRON CO.

Rails, Girders, Rolled Beams up to 15 in.
 Wrought Iron Chairs, Spikes, Shafting, &c.,
 Iron Bridges and Roofs,

Of any design to suit Engineers & Architects. All kinds
 of Fire Proof Construction.

Patent Wrought Iron Columns and Weldless Links,
Smith's Suspension Joint Chair.

B. MILLIKEN, JR. ALF. P. BOLLER, Civ. Eng.

**Principal and Interest Payable in
 Gold Coin.**

SECURE PROFITABLE INVESTMENT.

—
THE**Central Pacific Railroad**
**First Mortgage Thirty-Year Six Per
 Cent. Coupon Bonds,**
**Principal and Interest Payable in
 Gold Coin,**

Represent the preferred claim upon one of the MOST IMPORTANT LINES OF COMMUNICATION IN THE WORLD, as it is the sole link between the Pacific Coast and the Great Interior Basin, over which the immense overland travel must pass, and the

Main Trunk Line across the Continent.

The road is now nearly completed from Sacramento to the Richest Mining Regions in the Salt Lake Basin, and is being rapidly carried forward by the largest force of laborers ever employed by any Railroad Company on this Continent.

The natural, legitimate, commercial business of the road surpasses all previous expectation, and is profitable beyond parallel, even among the oldest roads in existence. The Earnings and Expenses for the Quarter ending Oct. 31, were as follows, IN GOLD:

Gross Earnings.	Operating Expenses.	Net Earnings.
\$593,847.92	\$102,088.61	\$491,759.31

This result, however, would have been far greater but for the inability of wagon teams to forward the freight and passengers from the temporary terminus in the mountains.

The United States Government and the State and Cities of California have so aided and fostered the Great Enterprise, that the Company will assume very light annual interest obligations, and will have the following ample Resources at command for the Construction:

DONATIONS in Lands, Bonds, Concessions, etc., (without lien).....	\$12,800,000
CAPITAL STOCK, Net Earnings, etc., (no lien).....	11,000,000
LOANS (subordinate lien).....	3,000,000
U. S. SUBSIDY BONDS, 736 miles, (subordinate lien).....	25,517,000
FIRST MORTGAGE BONDS.....	25,517,000

Resources, first 736 miles.....\$77,834,000

The FIRST MORTGAGE BONDS are in sums of \$1,000 each, with semi-annual gold coupons attached, and are offered for sale, for the present, at 95 per cent. and accrued interest from July 1st, in currency, at which rate they yield nearly NINE PER CENT. UPON THE INVESTMENT.

These Bonds, authorized by the Pacific Railroad Acts of Congress, are issued only as the work progresses, and to the same extent only as the Bonds granted by the Government, and are the prior lien upon the whole valuable property furnished by the above Resources. They possess special assurances and advantages over other Corporate Securities, and are destined to rank among THE BEST INVESTMENTS IN THE WORLD, from their unusual attractions of safety, soundness and profit.

**Conversions of Government Securities
 INTO**
Central Pacific First Mortgage Bonds,

now realize for the holders from 12 to 18 per cent. Advantage, WITH THE SAME RATE OF INTEREST.

Bonds can be obtained through the subscribers directly, or through responsible Banking agencies.

Bonds, Descriptive Pamphlets, Maps and information can be had at the

Office of the C. P. R. R. Co., No. 54 William St., N. Y., and of

FISK & HATCH,

Bankers & Dealers in Government Securities,
 and Financial Agents of the C. P. R. R. Co.

No. 5 Nassau St., N. Y.

National Trust Co.
 OF THE CITY OF NEW YORK,

No. 336 BROADWAY.

CAPITAL,

ONE MILLION DOLLARS.

DARIUS R. MANGAN, President.

The National Trust Company receives the accounts of Banks, Bankers, Corporations and Individuals, and allows

FOUR PER CENT. INTEREST

On daily balances, subject to Check at sight.
 Certificates payable on demand are issued at the same rate.

Special Deposits for one year or more may be made at five per cent.

JERSEY CITY
**LOCOMOTIVE WORKS
 FOR SALE.**

THE WELL KNOWN LOCOMOTIVE WORKS AT Jersey City, known as the Jersey City Locomotive Works, comprising 24 full lots of lands, with substantial and well arranged buildings thereon, together with the machinery and tools, which are in excellent order, and of the best description, and capable of turning out 6 to 8 first class locomotives per month.

The character of the work turned out of the shops of this company is well known, and has a high reputation on most of the leading railroads in the United States. Adjoining and connected with these works are also offered for sale, 23 lots of grounds with the buildings thereon, and which, added to the property of the Jersey City Locomotive Works, make the whole one of the most desirable establishments for the manufacture of locomotive engines and other machinery in the country. The price and terms will be made highly favorable, as the parties interested are solicitous to close up the concern. Apply to

CHARLES KNEELAND, 49 William street.

W. G. HAMILTON, 21 Broadway.

4149 McANDREW & WANN, 12 Pine street.

525 MILES

OF THE

Union Pacific Railroad

Running West from Omaha

**Across the Continent,
 ARE NOW COMPLETED.**

This brings the line to the eastern base of the Rocky Mountains, and it is expected that the track will be laid thirty miles further, to Evans Pass, the highest point on the road, by January. The maximum grade from the foot of the mountains to the summit is but eighty feet to the mile, while that of many eastern roads is over one hundred. Work in the rock-cuttings on the western slope will continue through the winter, and there is now no reason to doubt that the entire grand line to the Pacific will be open for business in 1870.

The means provided for the construction of this Great National Work are ample. The United States grants its Six Per Cent. Bonds at the rate of from \$16,000 to \$48,000 per mile, for which it takes a second lien as security, and receives payment to a large if not to the full extent of its claim in services. These bonds are issued as each twenty-mile section is finished, and after it has been examined by United States Commissioners and pronounced to be in all respects a first-class road, thoroughly supplied with depots, repair shops, stations, and all the necessary rolling stock and other equipments.

The United States also makes a donation of 12,800 acres of land to the mile, which will be a source of large revenue to the Company. Much of this land in the Platte Valley is among the most fertile in the world, and other large portions are covered with heavy pine forests and abound in coal of the best quality.

The company is also authorized to issue its own First Mortgage Bonds to an amount equal to the issue of the Government and no more. Hon. E. D. Morgan and Hon. Oakes Ames are Trustees for the Bondholders, and deliver the Bonds to the Company only as the work progresses, so that they always represent an actual and productive value.

The authorized capital of the Company is One Hundred Million Dollars, of which over five millions have been paid in upon the work already done.

EARNINGS OF THE COMPANY.

At present, the profits of the company are derived only from its local traffic, but this is already much more than sufficient to pay the interest on all the Bonds the Company can issue, if not another mile were built. It is not doubted that when the road is completed the through traffic of the only line connecting the Atlantic and Pacific States will be large beyond precedent, and, as there will be no competition, it can always be done at profitable rates.

It will be noticed that the Union Pacific Railroad is, in fact, a Government Work, built under the supervision of Government officers, and to a large extent with Government money, and that its bonds are issued under Government direction. It is believed that no similar security is so carefully guarded, and certainly no other is based upon a larger or more valuable property. As the Company's

First Mortgage Bonds

are offered for the present at NINETY CENTS ON THE DOLLAR, they are the cheapest security in the market, being more than 15 per cent. lower than U. S. Stocks. They pay

SIX PER CENT. IN GOLD,

or over NINE PER CENT. upon the investment. Subscriptions will be received in New York at the Company's Office, No. 20 Nassau street, and by

CONTINENTAL NATIONAL BANK, 7 Nassau st.,
CLARK DODGE & CO., Bankers, 51 Wall st.,
JOHN J. CISCO & SON, Bankers, 33 Wall st.,

and by the Company's advertised Agents throughout the United States. Remittances should be made in drafts or other funds payable in New York, and the bonds will be sent free of charge by return express. A NEW PAMPHLET AND MAP, showing the Progress of the Work, Resources for Construction, and Value of Bonds, may be obtained at the Company's Offices or of its advertised Agents, or will be sent free on application.

JOHN J. CISCO, Treasurer, New York.

November 23d, 1867.

MORRIS, WHEELER & CO.,

SUCCESSORS TO

MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.

IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS AND SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of IRON can be executed.

Burnettized Lumber,

For Bridges, Railroad Ties,
Wharfs, &c., for Sale by

T. M. MAYHEW & CO.,
117 Wall St., N. Y.

Agents for Burnettizing Works, at Bangor, Me.

LELAND BROS. & CO.,

BANKERS,

22 Nassau Street,

Dealers in Government Securities, Gold,
Exchange, Notes, &c.

Stocks and Bonds Bought and Sold on Commission.

Interest allowed on Deposits, subject to Draft at Sight.

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C. H. LELAND, MEMBER GOLD EXCHANGE.

WM. CARPENDER, MEMBER N. Y. STOCK EXCHANGE.

VAN ANDEN RAIL CHAIR COMPANY,

359 MAIN STREET,

POUGHKEEPSIE, N. Y.,

By their improved Machinery are enabled to offer

Swaged Wrought-Iron Rail Chairs

WITH CONTINUOUS BASE AND LIPS

The grain of the iron running across the line of the Rail, which gives them great additional strength over all others, and no liability to split. The Spike Holes being Punched within the Edge of the Lip, admits of one-half the Spike being recessed back in the solid metal, which cannot be done in the Rolled Chair.

All orders will receive prompt attention. Samples sent on application.
PATENTED SEPT. 18th, 1866.

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ARCHITECTURE

Published by GEO. E. WOODWARD, Architect, 191 Broadway, New York.

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THE STRONGEST AND MOST DURABLE WRENCH IN MARKET.



All Consumers have noticed that their wrenches first fail by reason of the forcing back of the handle, and by the springing of the bar. Our improvement remedies both these defects, the bars being finished wider than any other wrench in market, and the handle cannot be displaced, as all strain on it is prevented by the screw thimble, D, (see cut.) Already adopted as the best by the principal railroads and machine shops, and for sale by Hardware dealers generally. Address

COLLINS & CO., 212 Water Street, New York.

Swedes & Norway Iron.

Genuine  Dannemora Iron;
ALSO

 **HP OPS BF AM**

And a variety of other Brands,

T. HEYERDAHL,

22 William-St., New York.

GILEAD A. SMITH,

15 LANGHAM PLACE,

LONDON, W.

RAILROAD IRON,

Bessemer Rails,

STEEL TYRES AND METALS.

Railroad Bonds and U. S. and other American Securities negotiated, and Credit and Exchange provided for U. S. or Continent.

Consignments solicited on the usual terms of any of the staples.

Special Counting and Reception Rooms available for Americans in London, with the facilities usually found at the Continental Bankers.

PUMPS.

STEAM, POWER AND HAND PUMPS,
OF ALL SIZES FOR

Railway Stations, Factories of all descriptions, Public and Private Water Works, &c., &c.

The Steam Ram for Feeding Boilers.

THE STEAM SIPHON FOR RAISING WATER.

Also, BLOWING ENGINES, AIR PUMPS, and all kinds of Hydraulic and Pneumatic Machinery. Send for circulars to

PHILAD. HYDRAULIC WORKS,

No. 247 South 3d Street,

Philadelphia, Penn.

FOR SALE,

IMMEDIATE DELIVERY,

Two first class 60 Passenger Saloon Cars, raised roofs, 4-8 gauge broad tread Wheels.

GRICE & LONG,

1340 Beach Street,

Philadelphia.

IRON BRIDGES.

THE undersigned is prepared to Manufacture and Build in any part of the United States, at reasonable terms, Fink's Patent Iron Bridges, Plate and Lattice Bridges, Plate Girders for Fireproof Buildings, Iron Roofs, B's, etc. For plans and particulars apply to

C. J. SCHULTZ,

Cor. of Wayne St. & Duquesne Way.

PITTSBURGH, PA.

Or Address

Letter-Box No. 1,392, P. O.

TO RAILROAD CAR BUILDERS AND OTHERS.

The undersigned, being the duly authorized Agent in the United States for the sale of **PEACOCK & BUCHAN'S CELEBRATED AND APPROVED PAINT COMPOSITIONS**, Nos. 1, 2, 3, and 4, solely manufactured in Southampton, England, invites the attention of Railroad car builders, owners and others to the **PAINT COMPOSITION No. 3, IN ALL COLORS AND TINTS**. It is hermetically soldered up in convenient sized tins of 7 lbs., 14 lbs., and 28 lbs. each, and warranted to keep good in any climate for many years. Being **MIXED READY FOR IMMEDIATE USE**, it will be found of great advantage, as it can be packed away like preserved meats, and will not deteriorate. It has been opened after **TEN YEARS** and found to be quite good and **READY FOR USE**. Being ground first on roller mills of polished granite, and then of burnished steel, by steam power, it is as fine as artist's color, and is applicable to the first-class Railroad Car, Counting House, or Drawing-Room, or the cabin of the yacht, steamer, or sailing ship—each tin forming a ready Paint Pot. It dries in a few hours, with a beautiful brilliant surface, without any stickiness or unpleasant smell, and stands longer than ordinary paint—never blistering, cracking, or flaking. **IT IS GENERALLY ADOPTED BY THE CHIEF RAILWAY COMPANIES OF EUROPE, AND IS CHEAPER AND BETTER THAN ANY OTHER PAINT IN THE MARKET.**

L. MORTON MONTGOMERY, Agent and Importer,
Office 27, Nos. 40 & 42 BROADWAY, N. Y.

PLASTIC SLATE ROOFING JOINT STOCK COMPANY.

OFFICE 157 (Room 19) BROADWAY,
NEW YORK.

W. C. POTTER, Vice Pres't.
J. M. ALLEN, Sec. and Treas. LICENSES GRANTED.

PLASTIC SLATE FOR

Roofing & Other Purposes.

The process of reconstructing Slate Stone from a disintegrated state was

PATENTED FEBRUARY 21st, 1895.

It is a combination of

Pulverized Slate and Viscous Matter,

(the latter possessing qualities of geological and chemical affinity for the former,) and is a development of one of the simple but unalterable tendencies of nature.

As a Roofing Material it Stands Unrivaled.

A mastic—it adapts itself to every shape and slope. Non-combustible, impervious, non-expansive, and undecaying.

Frost does not Crack nor Heat Dissolves it.

The only roofing material ever discovered that will resist the action of the elements as long as the structure it protects. Being susceptible of little, if any wear, from exposure, and

Perfectly Fire-Proof,

It is unequalled as a coating for Railroad and Farm Buildings, Fences, Bridges, bottoms of Vessels, Vaults, etc.

ESTABLISHED IN 1836.

GEO. G. LOBDELL, Pres't. WM. W. LOBDELL, Sec.
P. N. BRENNAN, Treas.

THE LOBDELL

Car Wheel, Tire & Machine Co.
Wilmington, Del.

HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD,

with an experience of Twenty Years, gives his entire attention to the manufacturing of

INDIA RUBBER CAR SPRINGS, &c.,

ORDERS PROMPTLY FILLED.

Springs warranted to contain a larger per centage of Pure Rubber than any in the market.

GIVE THEM A TRIAL.

Send for one or more sets of any size, if not satisfied as to price or quality, return at our expense.

P. O. Address, TRENTON, N. J.

MEAD & MANNING,

June 8th, 1897.

F. & F. A. DANA, ENGLISH AND AMERICAN RAILROAD IRON, (OLD AND NEW.)

Pig, Scrap Iron and other Metals,
LOCOMOTIVES, RAILROAD CHAIRS AND SPIKES.

Old Rails Re-rolled or Exchanged for New.

67 Wall Street, New York.

BENDALL & SCOTT

209 & 211 Hudson St.

OIL Corner of
CLOTHS CANAL ST.
CARPETS, N. Y.

BEDDING,
Piano Fortes
PAYMENT RECEIVED BY
Installments If Preferred.

PHELPS, DODGE & CO.,

Importers of Metals,

AND RUSSIA SHEET IRON,

NOS. 19 AND 21 CLIFF STREET, NEW YORK.
OFFER FOR SALE:

Tin Plates of every description.
Sheet Iron, R. G., 12 to 13.
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Extra-sized sheets Copper, rolled to order.
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BOYNTON'S

CELEBRATED FURNACES.

FORTY-EIGHT DIFFERENT SIZES and PATTERNS, of PORTABLE and BRICK SET FURNACES for COAL or WOOD, suitable for all classes of PUBLIC and PRIVATE BUILDINGS.

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American Kitcheners
Progressive and Morning Star Ranges,
Combination Range and Heater,
Baltimore Fire Place Heaters,
Laundry Ranges and Flat Heaters,
Parlor, Office and Cooking Stoves.

ALSO,

SOLE AGENTS FOR NEW YORK AND BROOKLYN, FOR THE SALE OF

RATHBONE & CO.'S "BRILLIANT,"
the finest SELF-FEEDING, BASE BURNING, REVERTIBLE FLUE HEATING STOVE, ever offered the public. Send for Circulars.

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MANUFACTURERS,

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These Scales are placed entirely upon their actual merits, as every Scale is warranted to give entire satisfaction. Call and examine our stock of every variety of Scale, also, Certificates from our leading merchants who have had them in use in this city for eleven years. Second-hand Scales of various makers, taken in part pay for ours, for sale cheap.

FRANK E. HOWE,
No. 3 PARK PLACE,
First Store from Broadway,

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MANUFACTURERS of Engineers' and Surveyors' Instruments. Descriptive and priced catalogue gratis.

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THIS work is designed as a pocket companion, and embraces, in the most compact form, all the necessary tables for prosecuting railroad surveys. It is subdivided as follows:—

- 1st. The method of staking out railroad curves and keeping field notes.
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It is a plain, clear and most valuable book for practical Railroad Engineers. Sent free by mail, upon receipt of the price. For sale at this office. Price \$1.50.

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To Civil Engineers and Contractors.

FOR SALE AT THIS OFFICE—A set of Tables for finding at a glance, the true cubical contents of Excavation and Embankments for all Bases, and for every variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.	1. General Table for all Bases and all Slopes.	2. For Side Hill Cuts and Fills.	3. Base 12 ft. Slopes 1 1/2 to 1 1/2.	4. " " " " 1 1/2 to 1 1/2.	5. " " " " 1 1/2 to 1 1/2.	6. " " " " 1 1/2 to 1 1/2.	7. " " " " 1 1/2 to 1 1/2.	8. " " " " 1 1/2 to 1 1/2.	9. " " " " 1 1/2 to 1 1/2.	10. " " " " 1 1/2 to 1 1/2.	11. " " " " 1 1/2 to 1 1/2.	12. " " " " 1 1/2 to 1 1/2.	13. For Base 18 ft. Slope 1 1/2 to 1 1/2.	14. " " " " 1 1/2 to 1 1/2.	15. " " " " 1 1/2 to 1 1/2.	16. " " " " 1 1/2 to 1 1/2.	17. " " " " 1 1/2 to 1 1/2.	18. " " " " 1 1/2 to 1 1/2.	19. " " " " 1 1/2 to 1 1/2.	20. " " " " 1 1/2 to 1 1/2.	21. " " " " 1 1/2 to 1 1/2.	22. " " " " 1 1/2 to 1 1/2.	23. " " " " 1 1/2 to 1 1/2.	24. " " " " 1 1/2 to 1 1/2.	25. " " " " 1 1/2 to 1 1/2.	26. " " " " 1 1/2 to 1 1/2.	27. " " " " 1 1/2 to 1 1/2.	28. " " " " 1 1/2 to 1 1/2.	29. " " " " 1 1/2 to 1 1/2.	30. " " " " 1 1/2 to 1 1/2.	31. " " " " 1 1/2 to 1 1/2.	32. " " " " 1 1/2 to 1 1/2.	33. " " " " 1 1/2 to 1 1/2.	34. " " " " 1 1/2 to 1 1/2.	35. " " " " 1 1/2 to 1 1/2.	36. " " " " 1 1/2 to 1 1/2.	37. " " " " 1 1/2 to 1 1/2.	38. " " " " 1 1/2 to 1 1/2.	39. " " " " 1 1/2 to 1 1/2.	40. " " " " 1 1/2 to 1 1/2.	41. " " " " 1 1/2 to 1 1/2.	42. " " " " 1 1/2 to 1 1/2.	43. " " " " 1 1/2 to 1 1/2.	44. " " " " 1 1/2 to 1 1/2.	45. " " " " 1 1/2 to 1 1/2.	46. " " " " 1 1/2 to 1 1/2.	47. " " " " 1 1/2 to 1 1/2.	48. " " " " 1 1/2 to 1 1/2.	49. " " " " 1 1/2 to 1 1/2.	50. " " " " 1 1/2 to 1 1/2.	51. " " " " 1 1/2 to 1 1/2.	52. " " " " 1 1/2 to 1 1/2.	53. " " " " 1 1/2 to 1 1/2.	54. " " " " 1 1/2 to 1 1/2.	55. " " " " 1 1/2 to 1 1/2.	56. " " " " 1 1/2 to 1 1/2.	57. " " " " 1 1/2 to 1 1/2.	58. " " " " 1 1/2 to 1 1/2.	59. " " " " 1 1/2 to 1 1/2.	60. " " " " 1 1/2 to 1 1/2.	61. " " " " 1 1/2 to 1 1/2.	62. " " " " 1 1/2 to 1 1/2.	63. " " " " 1 1/2 to 1 1/2.	64. " " " " 1 1/2 to 1 1/2.	65. " " " " 1 1/2 to 1 1/2.	66. " " " " 1 1/2 to 1 1/2.	67. " " " " 1 1/2 to 1 1/2.	68. " " " " 1 1/2 to 1 1/2.	69. " " " " 1 1/2 to 1 1/2.	70. " " " " 1 1/2 to 1 1/2.	71. " " " " 1 1/2 to 1 1/2.	72. " " " " 1 1/2 to 1 1/2.	73. " " " " 1 1/2 to 1 1/2.	74. " " " " 1 1/2 to 1 1/2.	75. " " " " 1 1/2 to 1 1/2.	76. " " " " 1 1/2 to 1 1/2.	77. " " " " 1 1/2 to 1 1/2.	78. " " " " 1 1/2 to 1 1/2.	79. " " " " 1 1/2 to 1 1/2.	80. " " " " 1 1/2 to 1 1/2.	81. " " " " 1 1/2 to 1 1/2.	82. " " " " 1 1/2 to 1 1/2.	83. " " " " 1 1/2 to 1 1/2.	84. " " " " 1 1/2 to 1 1/2.	85. " " " " 1 1/2 to 1 1/2.	86. " " " " 1 1/2 to 1 1/2.	87. " " " " 1 1/2 to 1 1/2.	88. " " " " 1 1/2 to 1 1/2.	89. " " " " 1 1/2 to 1 1/2.	90. " " " " 1 1/2 to 1 1/2.	91. " " " " 1 1/2 to 1 1/2.	92. " " " " 1 1/2 to 1 1/2.	93. " " " " 1 1/2 to 1 1/2.	94. " " " " 1 1/2 to 1 1/2.	95. " " " " 1 1/2 to 1 1/2.	96. " " " " 1 1/2 to 1 1/2.	97. " " " " 1 1/2 to 1 1/2.	98. " " " " 1 1/2 to 1 1/2.	99. " " " " 1 1/2 to 1 1/2.	100. " " " " 1 1/2 to 1 1/2.
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The Tables are printed in clear, bold type on tinted paper, sheets 25x16 inches. They may be used by candle-light without injuring the eye-sight. Each sheet is complete in itself, and embraces all that is wanted in connection with the Base or Slope designated, whether on level or side hill cross section.

Sent free by mail, in separate sheets, at 25c. each.